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Vol. CCIV, No. 2666
MARCH 17, 1951

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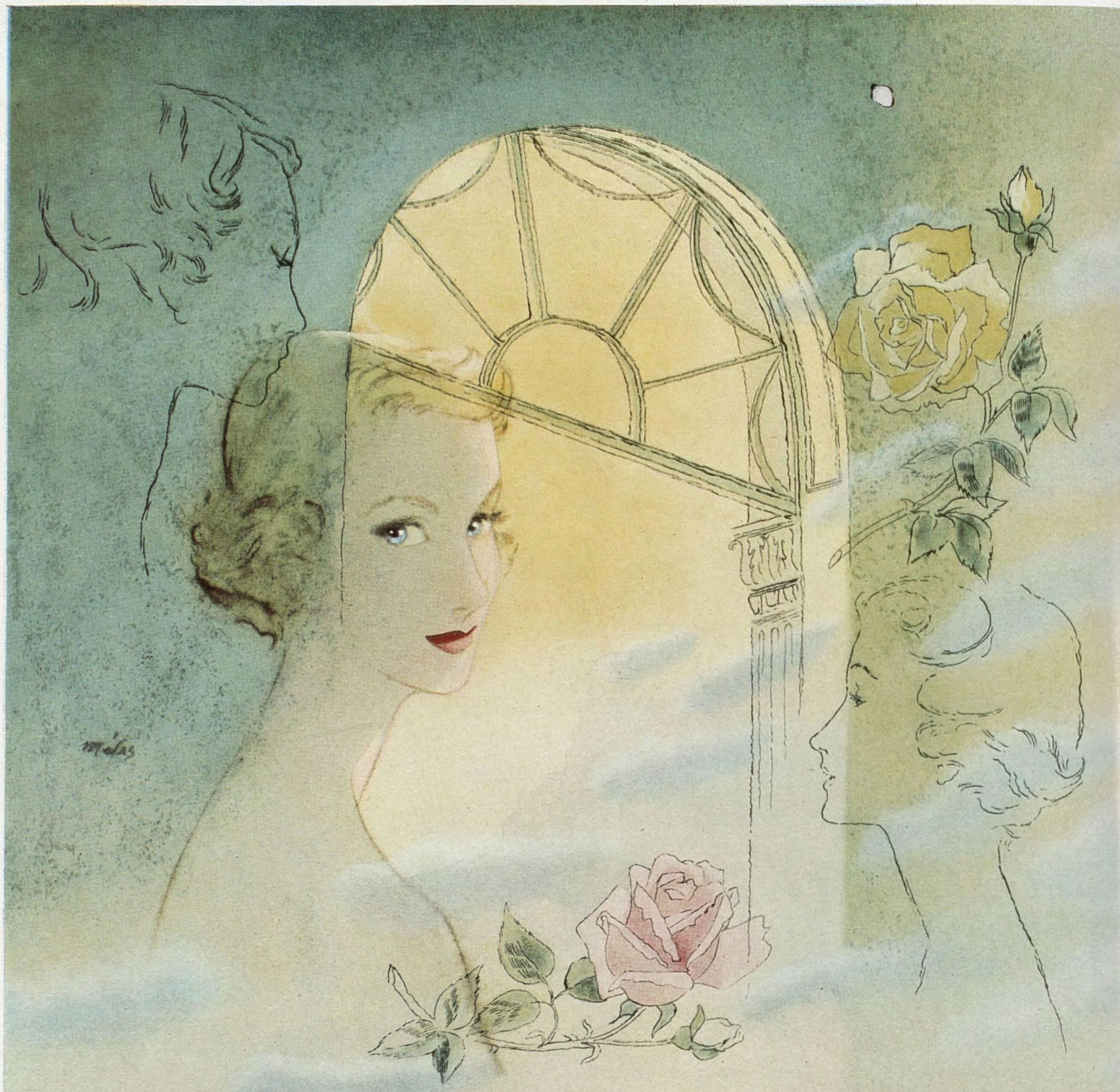

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Volume CCIV No. 2666

The SPHERE, London, March 17, 1951

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

MR. ERNEST BEVIN RENOUNCES HIS HIGH OFFICE—THE FOREIGN SECRETARY AT HIS DESK ON THE EVE OF HIS SEVENTIETH BIRTHDAY WHEN IT BECAME KNOWN THAT HE HAD BEEN SUCCEEDED BY MR. HERBERT MORRISON, THE LORD PRESIDENT OF THE COUNCIL: Mr. Bevin had been Foreign Secretary since 1945. His resignation ended world speculation regarding his future which had persisted for over three weeks. **(See also page 371)**

An announcement from 10, Downing Street, on March 9 made it known that Mr. Herbert Morrison, Lord President of the Council, had succeeded Mr. Ernest Bevin as Foreign Secretary, a post which the latter had held since Mr. Attlee formed his first administration in 1945. Mr. Bevin, who has long suffered from ill health, is now freed from departmental duties, but in his capacity as Lord Privy Seal will undertake certain specific tasks. Mr. Morrison wasted no time in assuming his new office, spending several hours at the Foreign Office last Sunday in consultation with Mr. Kenneth Younger, Minister of State, and Mr. Ernest Davies, Under-Secretary for Foreign Affairs. The new Foreign Secretary gave Mr. Davies his instructions for continuing the agenda talks in Paris with the representatives of France, the United States and Soviet Russia. On the occasion of his seventieth birthday, which coincided with his departure from the Foreign Office, Mr. Bevin received telegrams and gifts from all parts of the world, including orchids from the Transport and General Workers' Union and a desk and dinner service paid for by 7,000 members of the Foreign Service throughout the world. Mr. Bevin is at present M.P. for East Woolwich, where he received in 1950 a majority of 12,370 over his Conservative opponent. He has now been in continuous office for ten years, ever since he took over in 1940 as Minister of Labour and National Service in Mr. Churchill's Coalition, when he was responsible for mobilisation of man-power.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Lion and Jackals. — The jackals are hard at work snapping at the old lion. It is their way. For my part, I believe it is bad party tactics. I fancy many of Labour's most ardent supporters don't quite like this continual sniping at Mr. Churchill by Messrs. Shinwell, Bevan and Morrison, and the "lesser fleas" that bite him. They may think him too dyed-in-the-wool of old Parliamentary tradition. They may think him a better war Premier than peace Premier, but they have little cause to call the present time a time of peace, or to deny the necessity for leadership and even for desperate remedies. A desire for a change of Government is in the air, the cry for leadership and unity grows, and the most ardent friends of Mr. Attlee and his team may read despair and bankruptcy of new ideas in this intensified campaign of vilification of Churchill. It is queer no doubt that he is the invariable target. I have never read an attack on Lord Salisbury, on Mr. Eden hardly ever. Even Lord Woolton has dropped out as an Aunt Sally. You may reason that that proves that the Conservative Party *is* Mr. Churchill. I confess I wish its Shadow Cabinet included some new men drawn from a wider circle than the public schools; but, even as it stands, man for man, it compares in experience, record and merit all too favourably with the present holders of the key department portfolios. Our present dangers and discontents are glaring. We lurch sideways on to the lee shore and the shoals. The ship's officers give contrary orders and run hither and thither, and the passengers and crew sit apathetically on deck or abandon the last remnants of discipline. It certainly seems the moment to remember the pilot who weathered the last great storm. He may of course be past his best. His best was very good. His second best may well be better than our present leadership. And if a General Election were now afoot I make no doubt that the voting would endorse that view by a thumping majority.

Ernest Bevin. — The nation congratulated Mr. Bevin on his seventieth birthday *nem con.* He has done years and years of good and selfless service to his country, of which he is a typical "worthy." A British worthy may have genius and high culture; he *must* possess in good measure pluck, grit, simplicity, straightness, common sense and frankness. All these Mr. Bevin has shown and proved to possess in many a field of endeavour in peace and war. Often he has been very successful. For the last six years he has had control of our foreign policy. The pluck has never deserted him, the luck has never favoured him. That he has not *fatally* blundered, that he has done his best in impossible or well-nigh impossible circumstances, seemed to be proved by the support which a very anxious and critical Opposition has accorded him. Presumably Mr. Eden would have broadly embraced his policy and principles (with variations) had he been in Mr. Bevin's place. Palmerston for decades had pluck and luck; without the luck, his pluck would have shipwrecked us. Mr. Bevin's pluck has been "not enough," and I think that without a ration of luck and a big ration of robust health, a man cannot possibly make a successful job of Foreign Secretary under present conditions of mental and physical strain.

A Matter of Confidence. —It might be thought that our present shortage of meat (grievous and indeed shameful as it is) is a small thing compared with our present shortage (likely to grow much worse) of raw materials. We are used to tightening our belts and can draw them in another hole or two. Vegetarians can live long and work fairly hard. But machine-belts are not the kind you can draw in and still keep engines going. The machine is a Moloch which insists on being fed. If fed adequately, it may help us to maintain a bare bellyful. If starved, we inevitably starve. Hence one may be surprised that a Government defeat on a question of acute shortage of raw materials (due to myopia) is a trivial matter which raises no question of confidence in the Government, while a debate on meat or groundnuts may be dubbed a question of "confidence" and set the whips to work. In short, if a Government which clings to power suffers defeat on a most grievous and vital issue, that issue is of "no importance," and raises no question of resignation. If it squeaks through on a side issue, that is a triumphant vindication of Government policy and popularity and very much a triumphant vote of confidence. It is as easy as that for the men in possession. It is not so easy for the majority of the governed or mismanaged.

FRANCE PRESENTS THE SYMETRIC—THE REVOLUTIONARY CAR DESIGN EXHIBITED IN PARIS BEFORE LEAVING FOR THE GENEVA MOTOR SHOW: Designed by M. Loubiere, of Paris, it has a cylindrical body and is electrically driven. The car has a four-cylinder Simca motor of 1,200 cc., coupled to an electric generator, which drives four electric motors built into the wheels. Normal gearbox and transmission are thereby eliminated, and to change gear the driver has only to speed up or slow down. There is no rear axle, and control is by one pedal. The body, of light alloy castings, provides more room for passengers than that of the normal design. In place of doors of the conventional type, the car has panels, the upper halves of which (with the windows) slide into the roof and the lower halves into the floor.

Leaving the Ship.—Ships have been known to sink from overcrowding, especially if the overweight is not exactly trimmed. In such a case those who quit the ship before she goes under are certainly not fairly to be called rats. On the contrary, they show a prudence which is far beyond self-preservation. Emigrants to-day are helping themselves and their families and lightening the burden of the old country. After the past lean years, after this insufferable winter, it does not surprise me to hear that the emigration offices are unusually busy with enquiries. The Canadian office is coping with 1,000 enquiries a day. Australia is admitting 1,000 a week. In both these countries and even in the Union the jobs are there for the skilled man certainly, and for the young and industrious pretty certainly. Australia expects to take 80,000 from Britain alone this year, and passages to new countries are by no means indefinitely postponed. It is claimed that a passage can normally be guaranteed within three months. It is as significant a migration as that which preceded the First World War, and it is an impulse which to-day is far more easy to understand. For this urge to start again in a younger country where energy and skill are better rewarded and less handicapped by control and regulation, where initiative and guts still have a chance to rise, where the pioneer is not frustrated by camp-followers and weighed down by the burdens of the weak and the idle, must to-day be compelling. Add the lure of open spaces and remoteness from the atomic cockpit of Europe . . . and other attractive contrasts, and one must agree that the impulse is reasonable enough. But as regards the lightening of the ship, it will take, at the best of it, a decade or more before the slightest effect is visible.

. . . Said Dr. Johnson.— Lord Craigavon and Sir Giffard Martel, among others, have sent a letter to the Dean of Canterbury (Dr. Hewlett Johnson, if the name *can* have escaped you). In this letter they "state that they are much disturbed" that the Dean should try to serve two masters, two religions, at the same time—Christianity, which believes in God, and Communism, which denies His existence. Most of us, I fear, serve two masters, though we attempt to justify in private, and keep private, this double "loyalty." The Dean is more courageous and realistic; for, if indeed his critics' premises are incontrovertible—that Communism is a religion and that this "religion" denies the existence of God—then indeed the Dean serves two religions openly and blatantly. There is more than a "mule's burden of earth," a dispensation, about the Dean's business. Now, for my part, I should be loath to charge Satan himself in a public and open letter with being a sinner. And if our local hot-gospeller were to criticise me in our local paper for failing somewhat in Church attendance in the winter months (a true bill, I fear), I should treat his letter as rather impertinent and not deign to reply. That is what Dr. Johnson seems to have done. It remains to say that I should *like* to hear him on two points: Does Communism deny the existence of God? If it does so, is Communism a religion?

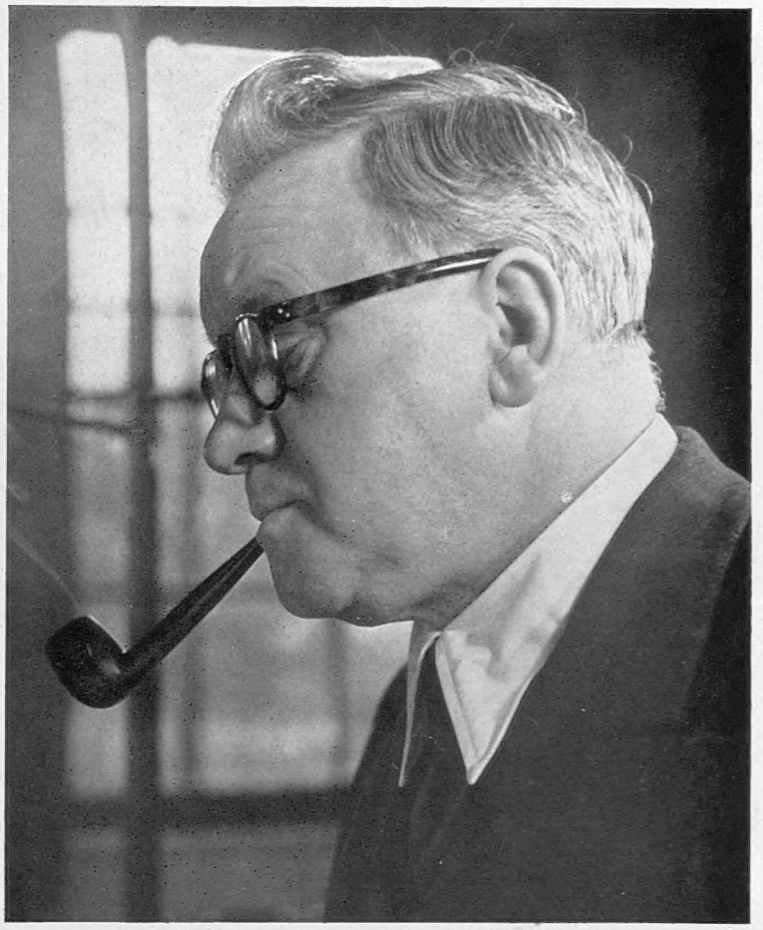
Trained for Jungle Warfare.—I took note of Air Commodore Harvey's pertinent questions to Mr. Strachey about the training of two boys killed recently in Malaya. In that exchange, the questioner quite patently knew more about the *facts* than the Minister. These boys had had ten weeks' basic training "on the square." Mr. Strachey endeavoured to add six weeks' "continuation" training. The questioner easily knocked down this "continuation" period by subtracting the periods of "menial" duties, leaves, embarkation leave and general wastage of fitting in and getting out. All over this country to-day, in camps and barracks, there are scores of boys fresh from school who, after passing off the square, have not for months had so much military training as is comprised in a quarter-hour of P.T., a lecture, or the sight of a Bren gun. They are being used as mess-waiters and clerks or orderlies in H.Q. establishments, kicking their heels as far as military experience goes. Humanity, sympathy and ability, I am certain, direct the care of these boys, but the means to train them to be finished articles are simply not *there*, in some places. Small wonder if parents may sometimes feel anxiety and distress over this waste and futility of conscription, small wonder if some of these boys (and they cannot *all* be selected for training as officers) prefer to go untrained into jungle fighting to kicking their heels, idle and disillusioned, in an antiquated barrack, slinging hash. I would not be Mr. Strachey when he is called on to answer these hideous questions. But he no doubt has a strong stomach.

The Delphic Weather Prophet.—Our weather-forecast service naturally expects to receive a share of our chaff and grouses. It can (just now) only hope to please us if it prophesies a fine, warm sunny spell all over England and *proves right.* But even if, as normally, it prophesies evil, we do expect it sometimes to prove right. And broadly no doubt it does so. But weather in England is extraordinarily *local.* Forty miles south-west of Kew the annual rainfall is usually 30 per cent. higher than in London. Petersfield, a few miles west of Worthing, may have double its annual rainfall. I address myself to the Weather Clerk who is responsible for the debatable land between South-West and South-East England, for I believe I live in that no man's land. I ask him to be less Delphic, to come out into the open, to be a sportsman and take a risk. Is the small area of Midhurst - Harting Down - Street - Liss - Milland a pocket of South-*West* or of South-*East* England? In the past months this area has not been catered for; that is to say, the weather it has enjoyed has always been damnable, but never has it borne any resemblance to the dirt promised either for South-East or South-West England. Every morning we wake to, every day we endure, a complete surprise—nasty, of course. If we are South-West England, the wizard is always wrong. If we are South-East England, the wizard is never right. I don't believe there is a wizard for this tiny corner of West Sussex. It has been forgotten, and accordingly does exactly what it likes; and I detest what it likes. If there *is* a wizard for this pocket, I ask that he be retrenched before next Budget. If there isn't, I urge that one be appointed at an adequate salary.

THE OLD STAGER

MORRISON SUCCEEDS BEVIN AS FOREIGN MINISTER

The Labour Government's Party Manager and Election Organizer Takes Over at the Foreign Office at a Critical Phase in World Affairs



AT THE AGE OF SIXTY-THREE HE UNDERTAKES THE MOST MOMENTOUS TASK OF HIS CAREER : This is a new portrait of Mr. Herbert Morrison, the new Foreign Secretary. Morrison's partial removal from home politics was probably recognised as a risk, as he has been a great unifying force in the Government.

A NEW FORCE IN THE REALM OF FOREIGN AFFAIRS : Mr. Herbert Morrison at his desk after the announcement that he had been chosen to succeed Mr. Ernest Bevin as Secretary of State for Foreign Affairs. Mr. Morrison, who represents South Lewisham in Parliament, where he had a majority of 7,774 in 1950 over his Conservative opponent, was born in 1888 and received his education at Stockwell Road Board School and Lingham Street Church of England School. He began work as an errand boy and shop assistant, and first entered public life as Mayor of Hackney in 1920. He was elected to the London County Council in 1922, and in the next year became M.P. for South Hackney. In the Labour Government of 1931 Mr. Morrison became Minister of Transport, and, despite Coalition offers from Ramsay MacDonald, went into the wilderness with most of his Party colleagues. In the War Coalition Government Mr. Morrison first served as Minister of Supply and later as Home Secretary. In the Labour Government since 1945 he has been Lord President of the Council, Deputy Prime Minister and Leader of the House, all at the same time.

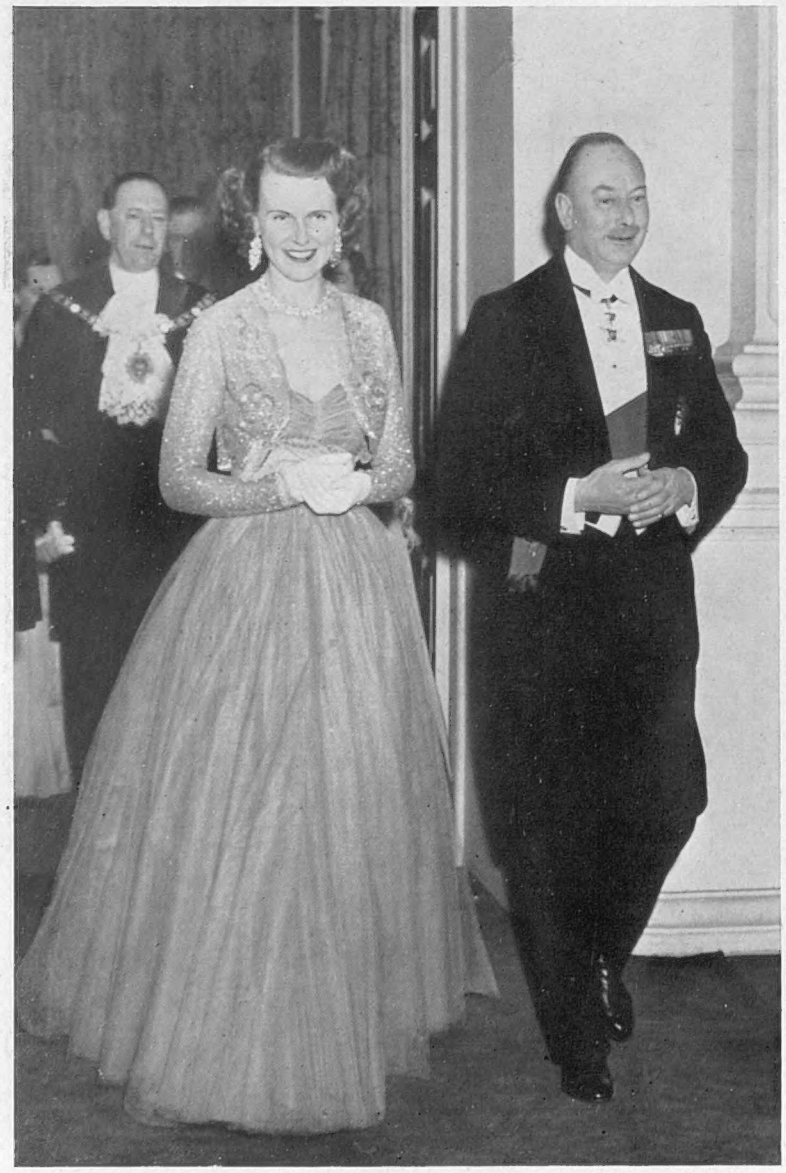
MR. ERNEST BEVIN'S LAST DAYS AS FOREIGN MINISTER : *Left*—Mr. Bevin at his desk at the Foreign Office following his convalescence after pneumonia. *Right*—Mr. Bevin with the Iraki Ambassador in London when he attended a party at the Iraki Embassy on the occasion of his seventieth birthday. It was always Mr. Bevin's ambition—and the basis of his foreign policy—to forge a working arrangement between Russia and the rest of the world, but he met with constant frustration and conference after conference broke down owing to Russian intransigence. Mr. Bevin's new responsibilities will entail very much less departmental work.

ROYAL OCCASIONS

The Queen at Filton Works and at Two Westminster Flower Shows; The Duke of Gloucester Attends a Mansion House Dinner to Aid the Funds of the Outward-bound Trust

THE QUEEN PAYS A SURPRISE VISIT TO THE BRISTOL AEROPLANE COMPANY'S WORKS AT FILTON: Her Majesty being greeted by Mr. Brian Davidson, a director, on arrival at the works. Princess Margaret is seen alighting from the car. The Royal visit lasted an hour, and was arranged unexpectedly after the cancellation of Cheltenham races, at which the Queen was to have watched the running of her 'chaser, Manicou. The Queen and Princess Margaret visited the great assembly hall at Filton, and saw the Brabazon aircraft, the 130-ton giant now under trial. They were introduced to the Brabazon's crew, and were shown the operation of the controls by Mr. A. J. Pegg, chief test pilot.

THE QUEEN AT TWO FLOWER SHOWS: Her Majesty seen during her visit to Westminster, where she saw the Royal Horticultural Society's Spring Show, and also the show staged by the British Orchid Growers' Association. The latter took place in the Society's Old Hall. Not since before the war has there been such a galaxy of orchids in one building, and it was noted that the show was well supported by amateur orchid-growers. At the R.H.S. show, staged in the New Hall, greenhouse plants, bulbous flowers, and flowering trees and shrubs formed the main feature of the display.



THE DUKE OF GLOUCESTER ATTENDS THE MANSION HOUSE DINNER OF THE OUTWARD-BOUND TRUST: *Above*—The Duke seated next to the Lord Mayor of London, Alderman Denys Lowson, with the Lady Mayoress seated on the right. The dinner was held in connection with the Trust's appeal for £100,000 to carry on "its work for youth and adventure." *On left*—The Duke of Gloucester escorting the Lady Mayoress in to dinner. During the evening Lord Moran proposed "The Outward-bound Trust." He said the Trust had, with astounding success, brought boys to develop the qualities that emerged from contact with the forces of nature and matching their skill against the elements, and it was doing an educational work of profound value to the race. The toast of "Adventure" was given by Captain Alan Villiers, and that of "The Lord Mayor and the Lady Mayoress" by Lord Rowallan, the Chief Scout.

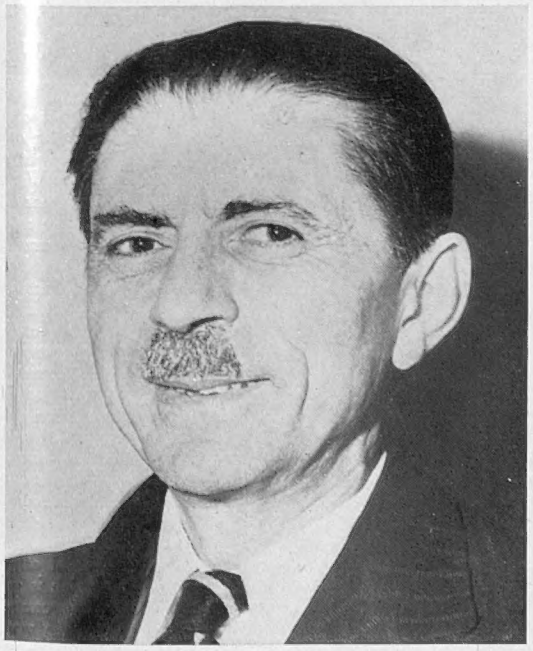
PERSIA MOURNS THE LOSS OF A SOLDIER-STATESMAN

THE FUNERAL OF GENERAL RAZMARA, WHO WAS ASSASSINATED BY A RELIGIOUS FANATIC AS HE ENTERED A TEHERAN MOSQUE

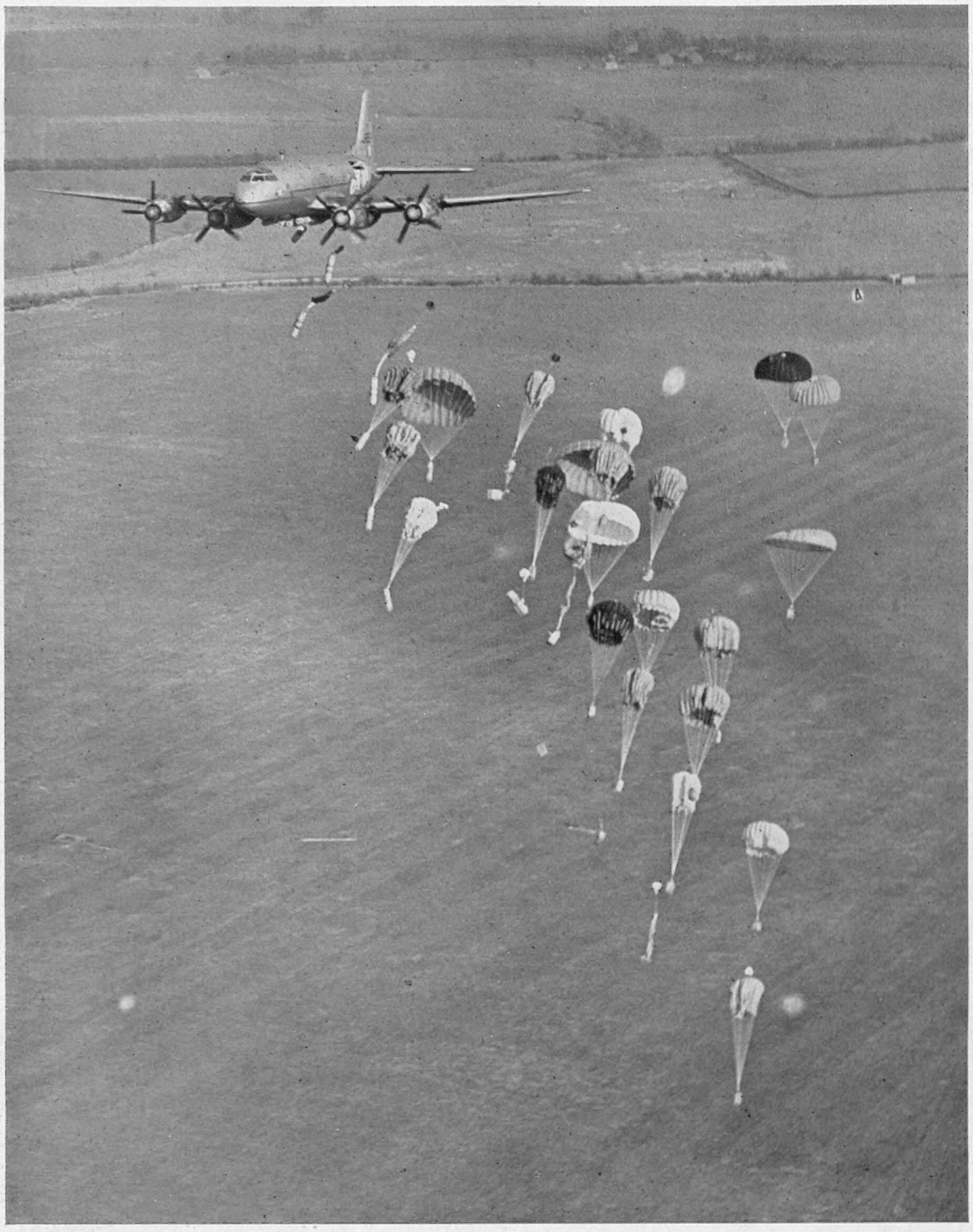
THE FUNERAL PROCESSION PASSES THROUGH THE STREETS OF TEHERAN AFTER THE LYING-IN-STATE AT THE SEPAH SALAR MOSQUE: *Left*—Persian Army Generals bearing the body of General Razmara, the assassinated Prime Minister and former Chief of Staff. *Right*—A black-draped portrait of the General borne in the procession. The assassination of General Razmara was apparently the work of a member of Fidaiyan Islam, a fanatical religious sect. General Razmara had been Premier for only nine months, but in that time he had succeeded in furthering the policy of Persian neutrality. He sacked the American missions in Persia, forbade all foreigners to travel in the frontier regions, and established a trade treaty with the Russians which was not unfavourable to Persia. Although there were accusations that he was pro-Russian, it is asserted that this was not so. Last month Razmara let it be known that he wanted Persia to return to her old position, when she was independent and remained friendly with both the British and the Russians. His firm policy is said to have won approval in London and Washington.

WITH HIS DEATH, ANYTHING CAN HAPPEN IN PERSIA: General Ali Razmara, the Persian Prime Minister who was assassinated last week. During his short term of office he initiated reforms which were blocked by the oligarchy of landlords and businessmen. He had the strong support of the Shah.

A ROYAL PARTY IN PERSIA—THE QUEEN-MOTHER HOLDS A RECEPTION AT HER PALACE: From left to right are the Begum (wife of the Aga Khan); Princess Fatima, the Shah's youngest sister; Princess Chams, the Shah's sister and the wife of Ahmed Pahlad; and the Queen-Mother who gave the reception. *Below*—The Shah, with his young wife on his right, looks on at the entertainment with Princess Ashrab on his left hand. Raven-haired Princess Ashrab has been described as "a power behind the scenes" in Persian politics.



PERSIA'S NEW BUT RELUCTANT PREMIER: Hussain Ala, a steady and cautious politician and something of a popular hero in Persia because of his stout defence of Persia's case at U.N. during the Azerbaijan crisis, has been selected as the successor to the assassinated General Razmara. Hussain Ala is said to have refused the office of Premier four times before the Shah eventually prevailed upon him to accept. He takes over at a moment of deep crisis, when the Shah and the Government are threatened by opposition elements and at a time when Persia's seven-year development plan is threatened with complete collapse owing to lack of funds and failure to obtain foreign loans.



LOGISTICS IN MODERN WAR—SUPPLIES AND EQUIPMENT RAINING DOWN FROM A HASTINGS AIRCRAFT OF R.A.F. TRANSPORT COMMAND DURING THE COMBINED LAND-AIR WARFARE EXERCISE ABOVE WATCHFIELD, BERKS: This was part of a demonstration given to United Nations military, air and naval chiefs, the participants being units of R.A.F. Transport Command and of the United States 3rd Air Division. British paratroops occupied a pre-arranged target area within the space of ten minutes, and food and supplies followed, sufficient for 3,000 troops for twenty-four hours. Supply was entirely by air, and was carried through with clockwork precision.

A FAIRCHILD PACKET OF THE UNITED STATES AIR FORCE DROPS A JEEP OVER THE "BATTLE AREA" IN BERKSHIRE: The Fairchild Packet (known in America as the Flying Box Car) is playing a tremendous part in the present Korean war, dropping troops, guns, vehicles and supplies into the battle area and generally facilitating the logistic problem in a land where mud and floods are completely dislocating road transport at the present moment.

ANGLO-AMERICAN CO-OPERATION OVER THE BERKSHIRE "BATTLEFIELD": A Hastings aircraft of R.A.F. Transport Command leading two Fairchild Packets towards the target where men and supplies were dropped. In the picture reproduced below, *on right*, the same planes are seen as men of the British Parachute Training School began their descents. This exercise, watched by United Nations military, air and naval chiefs in Berkshire, is a prelude to an even larger exercise planned to take place during the summer, when no fewer than 10,000 troops will be employed.

TROOPS, JEEPS, AND AMMUNITION RAIN FROM THE SKIES

An Anglo-American Airborne Operation Over the Berkshire Countryside

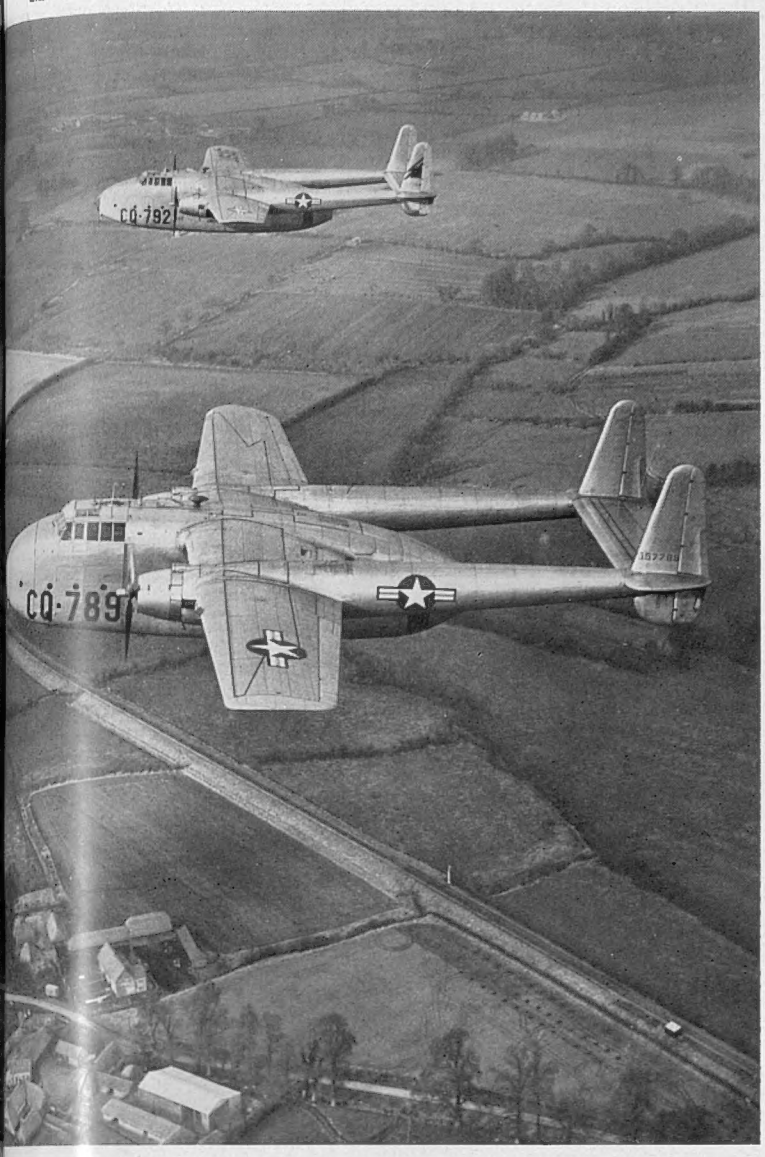
Even in this atomic age all previous theories of war do not go by the board. The taking and holding of ground are still tasks for the infantrymen, and mere weight of bombing provides no final solution. The Second World War proved that the use of paratroops could be decisive in this task of taking and holding ground, the German invasion of Crete and the Allied invasion of Normandy both being outstanding examples, although the former was costly for the Germans. Arnhem, showed that paratroops can be highly vulnerable without heavy equipment to help them, and no doubt if our men had had a fair share of anti-tank guns of heavy calibre they might have held on to that vital perimeter, and in so doing have shortened the war.

Ever since the Second World War the Services have been working towards the perfection of the technique of parachute attack and parachute supply. The task has been going on both in Britain and America, and it has taken most practical form perhaps in some of the large-scale descents in Korean war zones.

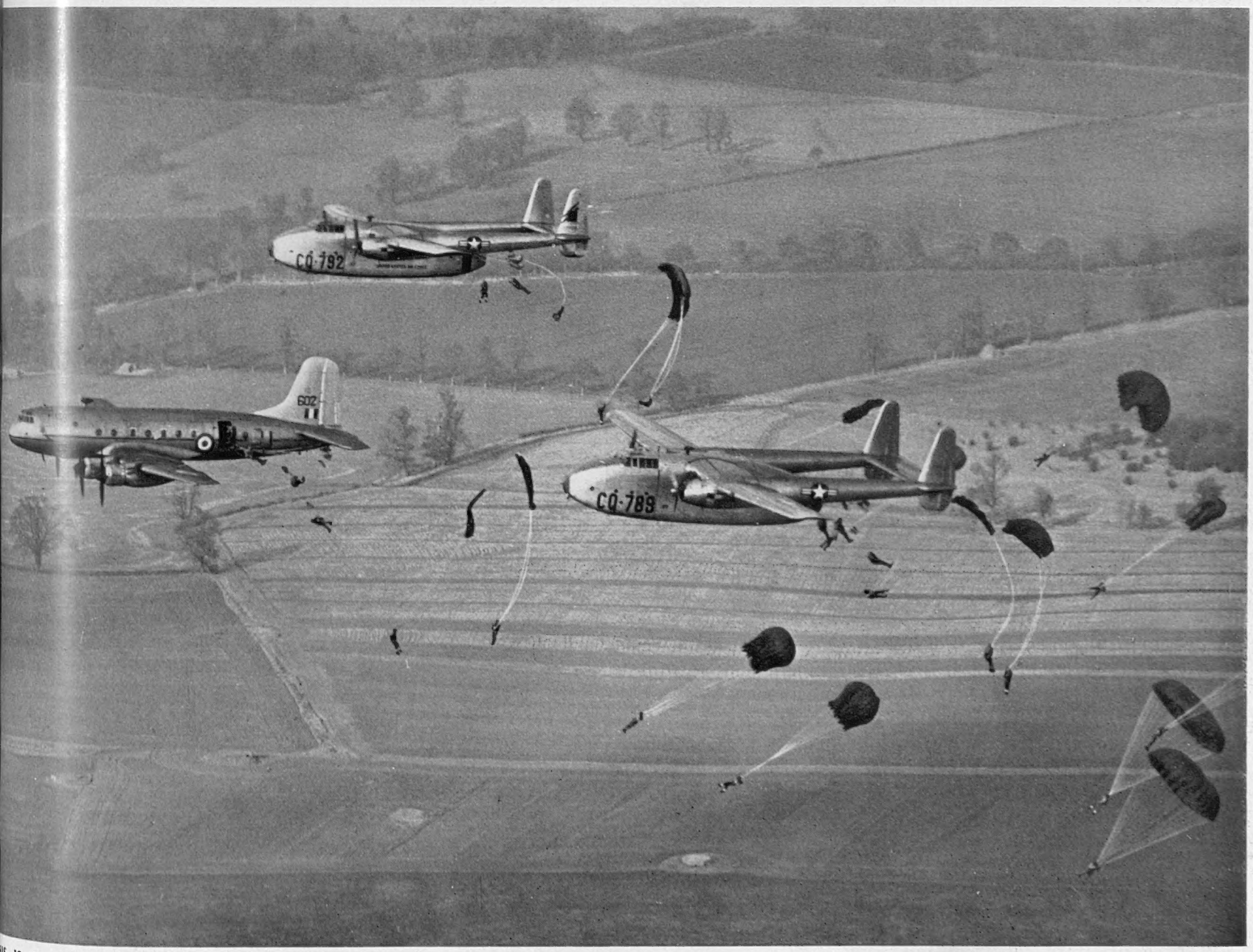
Last week, in Berkshire, British and American troops gave a display in the presence of United Nations observers of their skill in co-operation in making a large-scale attack from the air, the paratroops being supplied entirely by parachute. It was a well-co-ordinated effort, and the forerunner of other Land-Air exercises on an even larger scale, one of which is going to take place on the Continent of Europe during the coming summer.

The aircraft used in the Berkshire exercise were Fairchild Packets (Flying Box Cars to the Americans), Hastings Transports of the R.A.F. and a Halifax with paratechnicon attachment. The Flying Box Car, officially known as the C 119, is a remarkable aircraft capable of dropping nine howitzers weighing half a ton, jeeps, and any amount of equipment. In Korea these Flying Box Cars can carry to the battlefield an entire recoil-less rifle platoon, the load including 1 officer, 37 men, four 75-mm. weapons, 21 boxes of ammunition, a jeep and 1 trailer.

The Hastings, which also figured in the Berkshire exercises, is a general-purpose, long-range transport which is now in production with the R.A.F. It is hardly less versatile than the Fairchild Packet. Its roles include those of freighter, paratroop transport, ambulance and supply-dropper. As a supply-dropper the Hastings could send down twenty-two 350-lb. panniers and twenty 400-lb containers.



ONE WAY OF DROPPING LARGE QUANTITIES OF EQUIPMENT ON TO A BATTLEFIELD: An R.A.F. Halifax transport being fitted with a paratechnicon which, when filled to capacity, weighs over 8,000 lb. Barrel cushions are fitted beneath the paratechnicon to minimise damage when the container first touches the ground.



THIS IS THE MOMENT WHEN THE ENEMY HOLDS THE INITIATIVE, THE PARATROOPS BEING UNABLE TO RETALIATE AGAINST SMALL-ARMS FIRE: A few seconds later the paratroops are on the ground and getting clear of their harness. Bren guns are mounted, defence positions are taken up and they prepare to cover the descent of their comrades. In Crete the Germans lost an enormous proportion of their paratroops during this phase, while at Arnhem our men fell almost in the middle of a Panzer division. Nowadays, the technique of dropping troops is being perfected, and a technique is being developed at the same time for dropping heavy equipment.

GREAT RIVERS CAN NOW BE REARRANGED

A New and Important Phase in European Economy

By FERDINAND TUOHY

THERE was an interesting day in the '30's when I journeyed to the Bavarian village in the uplands where a detailed model of the Yellow River had been created—sand, silt, water, currents, banks, or lack of these last. That was the point of the long-drawn-out testing and study by these German engineers; presently they would go out to China and try to put a term to the yearly flooding of a great but murderous river.

War interfered with that humanitarian effort, as it interrupts so many plans of like texture. But the rearranging of rivers to suit man has by no means stopped; rather has it received an impetus from the recent war, which destroyed so much concerned with the waterways of Europe that engineers in several lands not only extended and even transformed pre-war schemes, but added entirely new ones.

Down in the Rhône Valley, where one tremendous scheme is nearing completion (and may be seen from the train, or better viewed from highway 7), the unspoken thought is "if God grants peace . . ." and one is forced to believe that some such similar prayer, or hope, runs through the minds of Soviet engineers, overseers and plain workers engaged on resembling giant enterprises . . . they call it "changing nature."

One can even discern an added hope for peace in the rank folly of going on with these gigantic works if war be intended, since they would constitute prime and immediate targets in any air, let alone atomic, conflict.

On the other hand, pessimists may point darkly to the fact of Russia speeding up these arterial transformations, so that she may benefit from them when transport is stretched to the limit in wartime. At all events, that is what she is doing in more than one quarter.

Russian "changing of nature" proceeds under two heads: building forest belts to ward off devastating winds, and constructing dams and canals for electricity and irrigation. The former is beyond the scope of this article, although afforestation depends greatly on the irrigation schemes. As a fair example of the latter, take the River Donetz power station at Kuibyshev, which is scheduled for completion in 1955. It will then contribute to an irrigation scheme of 2½ million acres, and supply Moscow with 6 million kilowatt-hours of power annually. Alone the reservoir necessary to the work will measure 30 miles in length by 25 miles wide.

Why has the Soviet Government pressed ahead with the Volga-Don canal? A bad sign or a good one? This waterway had been begun in 1938. When work restarted a year or two ago, it was to have been completed next year. Now it is to be rushed to completion this year, and should be fully operating in early 1952. More than 60 miles long, it connects Stalingrad, on the Volga, with Kalach, on the Don, and a vital feature is that it will take large cargo vessels down to Rostov, by the Sea of Azov.

More than that, the canal is the last link in a chain of inland waterways joining the Baltic and White Sea to the Caspian, Black Sea and Sea of Azov. The canal will make it possible for Soviet ships of several types to travel from any one of five seas of European Russia to any other. The ships will include passenger vessels capable of carrying 500 on the Moscow-Stalingrad-Black Sea run.

A second canal is under construction from Zaporozhe, on the Dnieper, to Kakhova, on the lower Dnieper. But both waterways will be dwarfed if a third project is ever completed by 1957. This is nothing less than a canal 700 miles long, running from the River Oxus across the Kara Kum desert to Krasnovodsk, on the Caspian. It will mean re-arranging the waters of the Oxus (Russian: Amu-Darya) on a scale not yet attempted so far east.

Russia is also busy close to the West. With the intention of rendering the Cominform satellites more independent of the West than at present, Poland and Czechoslovakia have been ordered to anticipate planned construction of waterways joining the Baltic, at Stettin, with the Black Sea, near Constanza. This mainly implies work on two canal links. The first will join the Upper Oder from Cosel, Poland, to the River Moravia, which flows into the Danube at Bratislava. The second canal will run due east from the Danube at Cernavoda, Rumania, to the Black Sea, north of Constanza, shortening the final stretch by some 150 miles.

A "Society of the Danube-Oder Canal" has been formed in Prague, which views the project as all the more urgent since Czechoslovakia this year transferred its iron-ore supplies from Sweden to Russia. Though inferior, the Russian ore comes far more cheaply, and so would the Swedish variety, too, if the Danube-Oder link ever comes to fruition.

Poland again comes into the picture with schemes to improve waterway connections between the mouth of the Vistula and Danzig, and to form a navigable passage connecting the Upper Vistula with what, I see, is now called "the industrial centre of Przemysl." When I was there in between sieges, early in 1915, it was no more than a comely garrison town (and origin of "the Merry Widow").

Moreover, if anyone called it "Przemysl," which the Poles pronounce "Pshemmysl," they were for trouble with the Russian conquerors. Carefully we learnt to call the place "Peary-mishul" *à la Russe*. Now it's back to "Pshemmysl" and may it stay so!

Inland waterways in Western Europe suffered more from the ravages of war than the Eastern variety, if only because there were more of them. But recovery has been quicker than expected, and now a great deal depends, in regard to their future and development, on the recovery of the ocean ports like Rotterdam, Antwerp and Hamburg, which play such a determining role in relation to river and canal transport, both natural and artificial.

The cost of water transport has risen steeply, but as it has to do with vital heavy bulk traffic, such as coal, oil, grain, timber, stone and ore, there is little likelihood of inland waterways being in less demand than formerly. Judging by plans in progress, demands are expected, on the contrary, to be considerably in excess of 1939.

Probably the most active hub at the moment is Duisburg, still the largest inland port in Europe, and wonderfully re-established considering the ruin it was in 1945. From Duisburg, Ruhr coal and coke are directed by the Dortmund-Ems Canal to Emden, and by the Mittelland Canal and the River Elbe to Hamburg. This diversion of traffic from its natural outlets at the mouths of the Meuse and the Scheldt was in keeping with German geo-political ambitions dating back to 1819, when the ideas of a certain List took root. German engineers and politicians have ever since cherished notions of securing control of European communications. Hence it follows that any schemes they have in mind to-day require to be closely studied.

First and foremost of these is the thirty-year-old project for a Rhine-Main-Danube Canal, realisation of which would mean a continuous waterway across the heart of Europe, linking the North Sea with the Black Sea and opening a new route to the Middle East. From Rhine to Danube is a matter of 425 miles, of which some 200 miles had been completed up to 1939, via Bamberg, Kelheim and Passau.

Despite the radical falling away in trade exchanges between the West and the Balkan satellites, and Russia's claim to have a (blocking) say in Danube traffic from west of Vienna eastwards, Bavaria has sponsored a resumption of work on the canal and another twenty miles is currently being dug between Nuremberg and Bamberg. No fewer than forty-five hydro-electric power stations are planned for the full 425 miles, and sixteen are already producing current.

A much easier way of reaching Austria by waterway, from the Rhine, would be to render the Upper Rhine navigable from Basle to Lake Constance.

Switzerland enters the picture in more than one way. Two dreams yet exist only on paper, and both concern the Swiss intimately. The first hinges on a linking of the Rhine and the navigable Rhône by the Helvetia canal along the western border of the Confederation. The second is a dreamier affair, extending from Locarno through Milan to Venice and the Adriatic.

Coming back to more solid footing, the Swiss have good reason to worry over the steady disappearance of their glaciers, which mean so much of the power upon which Swiss industry and cities depend. Annual snowfalls have been growing less and less in the past quarter-century, and arriving later, and melting earlier. This recent winter no doubt augured well for Swiss power in the immediate future. The artificial lakes built in the Alps may be fuller than they 've been for some years. But the Swiss Government cannot rely on similar winters recurring—quite apart from the terrible avalanches entailed—and so six great power schemes are under way, costing £225,000,000.

One of these includes the building of a dam, 800 yards in length, to block the lower end of the Val des Dix, near Zermatt. Among other things, this "Grand Dixence" scheme will drain the water from 83 square miles of ice, part replacement of those shrinking glaciers.

A MAN-MADE TRAFFIC BLOCK ON THE GERMAN CANALS—BARGES, HEAPED WITH SCRAP IRON, LINED UP AT SPANDAU, WAITING TO PROCEED TO WEST GERMANY: For about six weeks now, sixty West German barges have been waiting at the Berlin port of Spandau for permission to proceed to West Germany with their cargoes of scrap metal, one of West Berlin's most important exports. Since the beginning of January the Soviets have closed the important Rothensee lock, near the Soviet-British border, for urgent repair work. On the other side of the lock nearly one hundred West German and West Berlin barges are held up waiting to proceed to Berlin with their loads of coal.

But it is when we come to the French handling of the Rhône that I think we touch the height of "man changing nature"—at least in the West. The Rhône between Geneva and the Mediterranean may have been relatively submissive in prehistoric days, but for all too many centuries it has been a devil among great rivers—anarchically wasteful, savage, and unusable. Forty-five years ago, the young Mayor of Lyons, Herriot by name, said it would have to stop. And he is living to see it happen.

The Rhône might have been forced into a concrete strait waistcoat after Geneva. Instead, it is being divided into a score of giant steps down. The first shovelful of mud was dug at Génissiat, 80 miles downstream from Geneva, back in 1936. A giant dam, 200 feet high, was constructed after the war, and nine falls, or descents, are envisaged before the work is completed. Meanwhile, sufficient power is being produced to supply nearly half the consumption of Greater Paris.

The eleven other "steps down" occur between Montélimar and Orange. Here the Rhône Company is challenging the Tennessee Valley and Dneprostroi for sheer monster creation. For seventeen miles, between Donzère and Mondragon, the great, brown, swirling Rhône has simply been made to change its bed.

For miles and miles the scene is quake-like, with green water filling the gaping rents in the earth's surface. Altogether, 10,000 are living on the huge site, and they have brought money to the Valley right down to Avignon. At first the Provençal farmers were highly sceptical; now they talk "canal" and look to the day, late this year, when it and the record-producing power station are expected to start operating.

"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

"General Mud" Takes a Hand in Korea

HEAVY RAINS PRODUCE A NEW AND DIFFICULT PHASE

"General Mud," who was at the peak of "his" tactical skill in Flanders in the First World War, is playing a formidable part in the present campaign in Korea, and the drenching rains, which have grounded air support and swollen the shallow rivers, have turned the roads leading to the front line into what one correspondent calls "pig wallows." The rains have kept the ground troops continually cold and sodden, and this again has added to the miseries of the campaign. Lieut.-General Ridgway, who has been indefatigable in his efforts to cut down the enemy opposing him, has been here, there and everywhere on the front, encouraging the troops in depressing conditions, and there is no doubt that in his Eighth Army command, mud or no mud, morale is high. He has gathered round him an entirely new team of field commanders, most of the old hands who bore the burden of the day when the Pusan bridgehead just survived, having been returned to the United States, where they are now engaged in training troops. Among such commanders are Major-General Hobart Gay, one-time Commander of the 1st Cavalry Division, who is now Deputy Commander of the Fourth Army at Fort Sam Houston, and Major-General John Church, ex-Commander of the 24th Division, who is now head of the infantry school at Fort Benning.

THE QUAGMIRE OF THE CENTRAL FRONT IN KOREA: A Korean truck bogged down in the mud on what is supposed to be a road leading to the front line. The thawing snow in the mountains and the continuous drenching rains of recent weeks have created chaos on the line of supply and made it difficult for the troops to carry on at the same speed as formerly with the campaign of destroying the enemy in what has come to be known as "Operation Killer."

THE UNITED STATES MARINES ADVANCE ON HOENGSONG: Troops crossing an icy river on the central front. One slip from the bridge would mean at least a ducking in the icy waters. The capture of Hoengsong meant that Wonju was for the time being safe from encirclement, and paved the way for limited advances all along the line.

THE EIGHTH ARMY COMMANDER TOURS THE CENTRAL FRONT: Lieut.-General Matthew B. Ridgway negotiating muddy terrain near Hoengsong in company with Brigadier-General Lewis B. Puller. They were on their way to a Marine command post.

GENERAL MARK CLARK PAYS A VISIT TO THE KOREAN FRONT: The Chief of the U.S. Army Field Forces seen with Major-General Charles D. Palmer (left), who now commands the First Cavalry Division, and Colonel Marcel E. Crumbez (right), C.O. of the 5th Cavalry Regiment. This picture was taken at Chipyongni, on the central front.

UNITED STATES FORCES IN TROUBLE IN THE SHALLOW BUT SWOLLEN HAN RIVER: Vehicles attempting a crossing of the river at a point which normally offers no difficulty. At the moment the Han is a rushing torrent, and very few of the fords are negotiable.

Foreign News in Pictures

FRENCH SUCCESSES IN THE WAR AGAINST VIET MINH

The King of the Yemen at a Loyalist Parade; "Lucky" Luciano in the News; Edda Goering, Munich Schoolgirl; Scrapping Hungarian Gunboats

THE CONTINUING WAR AGAINST THE FORCES OF VIET MINH: A French column crossing the Thi-ninh River by boat bridge during a patrol in the area north of Saigon. The men belong to the 43rd Colonial Regiment, which has been particularly successful in its capture and destruction of Viet Minh strongholds. The Viet Minh offensive in January was a major effort planned to result in the occupation of the whole Delta. It is now seen to have been a major defeat, and observers on the spot declare that Viet Minh cannot now win by military means alone unless there is large-scale intervention from China. On the other hand, it is apparent that the French forces are no less frustrated, and, as things stand, they cannot defeat decisively the Viet Minh forces in the field.

DESTROYING A VIET MINH STRONGHOLD: A French soldier of the 43rd Colonial Infantry Regiment striding away from a group of buildings which he had set on fire. In this particular stronghold the usual stock of arms and ammunition was found. Much of this Viet Minh equipment is of Czechoslovakian and Hungarian manufacture. Some of it is American, and dates from the days when Chiang Kai-shek's armies were melting away.

GERMANY PRODUCES A NEW RACING CAR IN AN ATTEMPT TO CAPTURE A WORLD SPEED RECORD: This is the new type of racing car, developed by Philip Reitz, which recently made its first test run on the Frankfort-Darmstadt autobahn. The car is now to make further trials with 350- and 500-ccm. N.S.U. Compressor engines. Depending on the outcome of these runs, the car will make bids for the absolute speed record of cars with similar-type engines. The result of the first trial has not been disclosed.

THE YOUNG KING OF THE YEMEN WATCHES A MILITARY PARADE: Seif el Islam Ahmed (extreme right) seen with members of his family at the parade held to mark the victory of 1948 when loyalists of the Yemen defeated and captured Abdulla al Wazir who had staged a coup d'état against the King's father, assassinating the King and three of his sons. The picture was taken at Taiz and is of special interest as little pictorial news of any kind nowadays emerges from the Yemen.

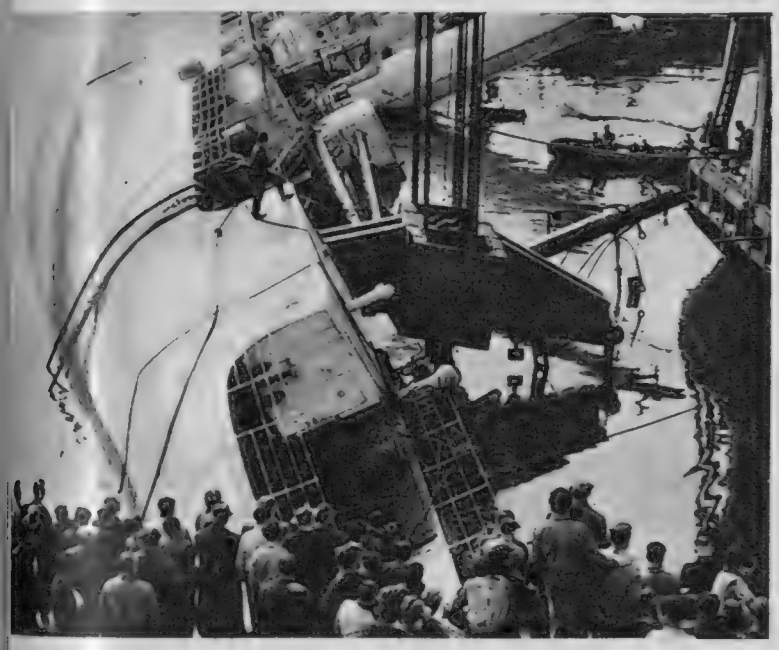
CHARLES LUCIANO STILL HOLDS THE WORLD'S HEADLINES: The former American racketeer, now living a life of ease in Sicily after being deported from America following a Sing-Sing prison sentence, seen recently as he passed through Rome by train en route to Naples. "Lucky" Luciano, who runs a Sicilian spaghetti factory, claims that he has given up his evil ways; but the report by an American Senate Crime Investigating Committee declares that he is still the head of a gigantic underworld organisation, so large that it can be regarded as a second American Government. Luciano has described this as "just plain bunk," and wants to be regarded as "just an honest manufacturer from Palermo." Luciano is free to go wherever he likes in Italy, only Rome being out of bounds.

EDDA GOERING, DAUGHTER OF HERMANN GOERING AND EMMY SONNEMANN GOERING, THE PRUSSIAN STATE ACTRESS: Edda, who bears a remarkable resemblance to her father, now lives in a Munich flat with her mother. She is a pupil in the second class in the St. Anna Grammar School, and, according to her teachers, is one of the brightest children in the school. As a child Edda knew the extravagant luxury of the Goering homes at Karinhall, Rominten and Berchtesgaden, and after Goering's arrest, the utter squalor of a hut in the Bavarian mountains, where she lived with her mother after the latter had undergone the usual denazification ordeal. Emmy Goering says that her daughter is not named after Edda Ciano, daughter of Mussolini.

GERMANY'S LATEST MODEL MINIATURE CAR—THE 10 PS. "CHAMPION" EMERGES FROM BENEATH A NORMAL-SIZE VEHICLE: The tiny sports car (with a removable top), which costs 2850 marks, is equipped with a 250-cc. air-cooled, single-cylinder, double-pistoned engine. Its length is less than 9 ft. 6 ins. The car is said to be capable of a speed of 47 miles per hour and does 84 miles to the gallon.

THE EIGHTH ARMY DEAD COMMEMORATED IN CAIRO CATHEDRAL: Field Marshal Lord Montgomery, Sir Ralph Stevenson (British Ambassador to Egypt), and the Bishop in Egypt, who welcomed them, seen at All Saints' Cathedral, where Lord Montgomery unveiled a window in memory of men of the Eighth Army who fell in the fighting in Egypt, Libya, Tunisia and Italy. The window was dedicated by Bishop Gwynne, formerly Bishop in Egypt and the Sudan for nearly forty years. During the course of his address Lord Montgomery said: "This memorial commemorates the spirit which made possible the victory of Alamein, a victory which saved Egypt from the aggressor. It is a memorial to the courage and faith of the ordinary common soldier; it is he who bears the heaviest burden in war and it is he who carries us all to victory. I suggest to you that to-day we remember and pay tribute to the friendship between the Church and the fighting man, be he soldier, sailor or airman."

IN SWEDEN THIS HAS BEEN HAILED AS THE PICTURE OF THE YEAR: This photograph, showing a rocket-firing fighter plane engaged in manœuvres over Lake Vatter, has been voted the first prize in the annual competition of the Swedish Press Photographers' Association.



RAISING THE PANAMANIAN MERCHANT VESSEL "SAMARIA," WHICH SANK IN GENOA HARBOUR DURING REPAIR OPERATIONS: The *Samaria*, with a large part of her hull out of the water, as she was raised by the 500-ton pontoon *Imperator*. Before the *Imperator's* crane could bring the 3,500-ton vessel to the surface the usual sealing operations were carried out in the *Samaria's* hull, and she was then blown from the bottom.

PRELUDE TO THE ASIAN GAMES IN DELHI: Pandit Nehru, Prime Minister of the Indian Dominion, was among this group which turned up at the new stadium in Delhi to welcome the Japanese and Filipino teams to the games. The Japanese presented the Premier with two salamanders, a pair of mandarin ducks, and two Japanese racoons on behalf of the Governor of Tokyo. Japan and Iraq sent the largest contingents to the Games, each numbering eighty. Pakistan and China were the only major Asian countries not represented by competitors, but the Chinese sent observers. At the start of the Games, President Prasad took the salute at a march-past of 500 athletes.

WARSHIPS OF MIDDLE EUROPE ARE DISMANTLED AND SOLD FOR SCRAP: This is one of three former river gunboats of the Hungarian Navy which were docked at Passau, Bavaria, for years and have now been taken over by a German firm of shipbreakers. The boats contain chromium nickel plates and other valuable metals. The Hungarian Navy, or the Danube Flotilla, was established under Law XIV of 1922 for police purposes on the Danube under the control of the Hungarian Ministry of the Interior. Several river patrol vessels were built at Ganz-Danubius yard, Budapest, but since 1945 little has been heard of them. "Janes Fighting Ships" lists several such boats, but it has been hard to keep track of this diminutive navy since Hungary became a Soviet satellite.

ON THE TRAIL OF '51 THROUGH THE CANADIAN HINTERLAND ON THE QUEBEC-LABRADOR BORDER: Through these pinewoods will run the great new railway which is being built from the port of Seven Islands, on the St. Lawrence River, almost due north to Knob Lake, in the heart of Ungava's immensely rich iron-ore deposits. This is probably the toughest railway-construction job in Canada since the Canadian Northern was pushed through the Rockies in 1914. When this Quebec North Shore and Labrador Railway is completed (it is hoped in 1954), it will bring out 10,000,000 tons of open-pit iron ore per year to offset the dwindling supplies now coming out of the famous Mesabi Ridge, in Minnesota.

BUILDING a RAILWAY into the HEART of UNGAVA

Linking the St. Lawrence with the Fabulous Iron-Ore Fields Now Being Developed in the Hinterland of North-east Canada

A glance at the map of the Canadian Maritime Provinces shows to the north of the St. Lawrence estuary, where the great river broadens out into the Gulf of St. Lawrence, a vast hinterland stretching up to the Quebec-Labrador border, a territory as yet only half-charted—the land of the trapper and the fur trader, where the march of civilisation has been stayed by the natural obstacles of cold and inaccessibility. This is Ungava, once the territory of the Hudson's Bay Company, now part of the Province of Quebec; and Ungava is the modern Eldorado. For in this territory is high-grade ore in abundance; hundreds of millions of tons of it. For some time past, the economic eyes of the North American continent have been directed towards this vast treasure-trove, for its importance to the steel and fabrication industries of the United States and Canada is profound. The repercussions of its development, indeed, will be felt from Maine to Minnesota, from the hills of West Virginia to the ice-bound inlets of Labrador; for here is the raw material to make sinews of steel, assurance of abundance for decades to come, not only for the steel mills of Pittsburgh, Pennsylvania, of Gary, Indiana, of Youngstown, Ohio, but for the host of dependent industries that fan out from them for hundreds of miles. Ungava iron is, in fact, an insurance that when the dwindling deposits of the Mesabi Ridge, in the Lake Superior area, are depleted, the blast-furnace fires will not go hungry. To the New England states this wealth of iron ore may offer the opportunity for rejuvenation, as Boston lies only 1,000 miles by sea from Seven Islands, Quebec, and it may be that industrialists will see fit to treat their Ungava ore in new plants on the eastern American seaboard.

The first task, however, is to bring the wealth of this Canadian hinterland within the reach of the factories and the steel plants. To do this a multi-million-dollar trail is having to be made across the 360 tough, treacherous miles from the (at present) diminutive port of Seven Islands, on the St. Lawrence, to the settlements of Knob Lake and Burnt Creek, Ungava. The trail takes the form of the Quebec North Shore and Labrador Railway, and all through this winter hundreds of men have been battling in the midst of some of Canada's severest weather to lay the foundations of this new railroad along which one day 10,000,000 tons of open-pit iron ore will flow southwards. Altogether the railway will be 360 miles long, and it is hoped that the first 100 miles will be completed by the end of this year. Delays, however, have been frequent, and at times the construction gangs have encountered heavy rock formations and deep clay that engulfs the 25-ton caterpillars and the 75-ton power shovels. As they move farther north treacherous muskeg will be the main problem.

More than 2,000 men will be working on the project by this spring, when the first extensive track-laying is due to begin. By the time it is finished in 1954 the railway will have 26 steel bridges.

When work started on the railway about 400,000,000 tons of high-grade ore had been located by the engineers in Ungava. Assays of the ore showed as high as 69 per cent. natural iron, and the average has been 58·5 per cent., compared with 51·5 per cent. from the Mesabi Ridge. It will thus be seen that this trail of 1951 is not exactly a gamble in the way that Klondyke was a gamble. The "pot of gold" at the end of this trail may in all amount to a billion tons, enough

BUILDING A TEMPORARY DOCK ON THE SITE OF THE ORE DOCKS WHICH ARE TO BE BUILT AT SEVEN ISLANDS, AT THE SOUTHERN TERMINUS OF THE QUEBEC NORTH SHORE AND LABRADOR RAILWAY: It is from the Seven Islands quays that 10,000,000 tons of ore, brought from the heart of Ungava, will be shipped each year to ensure that the steel mills of Pittsburgh, Youngstown and Gary will not run short of raw material when the dwindling deposits around Lake Superior eventually give out. An expenditure of at least £40,000,000 will be needed before the first mineral trains come out from Ungava and bring their precious freight to the docks at Seven Islands. The work of road- and rail-driving began in 1949 and is now proceeding apace. It is hoped that the production stage will be reached by 1954.

THE RISING RIVER PORT AND TOWN OF SEVEN ISLANDS: This is an aerial view of the southern terminus of the Quebec North Shore and Labrador Railway, which will cut almost straight north across country to the settlements at Knob Lake and Burnt Creek, Ungava, which lie in the heart of a fabulously rich area. In the foreground is the temporary dock, and leading from it are the first rails. In the background are the Government wharf and the town site. The population of Seven Islands is expected to grow to 6,000 by 1955.

to meet normal needs for almost a century. Before the first ton can be brought out, however, an enormous capital investment is necessary. The railway itself is costing £40,000,000. By 1949, companies prospecting in Ungava had already spent 7,000,000 dollars, and these mining companies will probably have to raise a total of 200,000,000 dollars in the next few years. Millions more will be needed to build the towns of Burnt Creek and Seven Islands at either end of the 360-mile line, while the giant ore docks at Seven Islands will alone cost 10,000,000 dollars. In addition, a hydro-electric power plant is rising on the Kaniapiskau River, the first of the abundant water-power resources to be harnessed in Ungava. This is pioneering in the grand manner, empire-building in the great tradition, and Canadians and New Canadians are carrying out their task with all the gusto of the men who blazed trails on the American continent a century-and-a-half ago.

THE ROUTE TO ELDORADO: This sketch-map shows the path of the railway from Seven Islands, on the St. Lawrence, to the Ungava mining area on the Quebec-Labrador border. The shaded area has been under exploration and is now under development. All equipment for Knob Lake and Burnt Creek settlements in Ungava has had to be flown in.

BUILDING A ROAD THROUGH THE CANADIAN HINTERLAND: Bulldozers and trucks on one of the highways built in connection with the railway development scheme.

A PREFABRICATED, LAMINATED ARCHED STORE HUT ERECTED ON THE SITE OF ONE OF THE RAILWAY CAMPS: These camps are being built every ten miles along the line from Seven Islands to Ungava. There will be stored much of the equipment necessary for the construction and the maintenance of the railway.

MOISIE CANYON PRESENTS A BIG ENGINEERING PROBLEM FOR THE RAILWAY-BUILDERS: In the foreground of this picture men are seen engaged in surveying operations at what will be the north portal of a 700-yard tunnel. When the line emerges at this point it will be carried across the river at a height of 150 ft., and thereafter the track will proceed along the river-bank. This sort of terrain is typical of the first 150 miles north of Seven Islands.

ADDING 222 FT. TO THE SUMMIT OF THE WORLD'S TALLEST BUILDING: This aerial view of the Empire State Building, New York, shows the steel television mast which is already in action and the construction of which is almost complete. It will be seen how the mast projects above the 200-ft. observatory column which itself rises above the 102nd storey. The globular objects grouped round the foot of the observatory are the micro-wave relay pick-ups installed on one of the balconies by the New York Telephone Company. The Empire State Building, which was completed in 1931, now has a total height of 1,472 ft. It is by far the largest of the Manhattan skyscrapers, and its only real rival in Europe, completed or projected, is the tower of the Palace of the Soviets in Moscow.

AMERICANA

News, Mainly of Engineering Interest, from New York, Chicago, Boston, and Other Cities of the New World

A NATURAL ICE HARVEST AT LARAMIE, WYOMING: In the top picture a mechanical-saw operator is cutting off a raft of ice which is seen (lower picture) being guided to the storage house where, in accordance with the lines made by a scoring machine, it is cut up into cubes. This natural ice is made in Laramie's 20-acre artificial lake where, twice each winter for the past thirty years, the Pacific Fruit Express Company has harvested hundreds of tons of ice and stored it, using the ice during the warmer months in refrigerator cars loaded with perishables and bound for eastern food markets. Now, however, the company is abandoning its natural ice, and is installing a 20,000,000-dollar artificial-ice plant.

ADDING TO THE CAPACITY OF ONE OF AMERICA'S IRON-ORE CARRIERS: The *Philip D. Block* seen in dry-dock in South Chicago, where she is undergoing a 72-ft. lengthening process amidships to increase her annual haulage capacity from 422,000 tons to 468,000 tons. The first task is to extend the keel with heavy steel plates. The ore-carrying ships play a big part in the economy of the United States, travelling across Lake Superior and Lake Michigan as they bring the raw material for the steel plants from the mining areas of Minnesota. On pages 380 and 381 of this issue, a special *Sphere* feature shows the new route by which the ore will be brought to industrial North America from mines under development at Ungava, this Canadian ore taking the place of the dwindling resources in the area of Lake Superior.

A 200-TON BOX OF REINFORCED CONCRETE IS LOWERED BENEATH THE WATERS OF BAY PARK, LONG ISLAND: This is the outfall chamber for Nassau County's new sewage treatment works at Bay Park. In order to lower the chamber, Merritt, Chapman and Scott, specialists in under-water engineering, used their great floating derrick *Monarch*. The chamber was lowered into position just south of Black Bank Hassock, in the middle of the Reynolds Channel. The chamber is 29 ft. high, 15 ft. long and 13½ ft. wide. The nozzle-like opening at its base is the intake joint, which will hook on to the 12,600 ft. of 84-ins. reinforced concrete pipe-line leading to Reynolds Channel from the sewage treatment plant.

HOME, SWEET HOME IN THE ATOMIC AGE: John Gerlicher, a welder for the National Steel Construction Company at Dwamish, Washington State, thinks he has found the ideal home for these days of uncertainty. It is a hole in a hillside at Dwamish, near Seattle, where Gerlicher has constructed a five-room steel-and-concrete dwelling for his family (a wife and an eight-year-old son). John built his fortress domicile out of 800 hot-water tanks, welded together and filled with concrete. He believes it will resist anything but a direct hit. This is an exterior view of the house, showing the shutters on the windows made of heavy steel. The place is "wall-papered" with steel—water tanks hammered flat and welded into sheets.

DEMONSTRATING THEIR NEW EXHAUST VACUUM FAN: Mr. Lee Hanking and Mr. Fred W. Reed. The former built the device for sucking out engine gases and the latter invented it.

On right—A new automobile exhaust vacuum fan is demonstrated here by its inventor, Fred W. Reed, and engineer Lee Hanking, both of Los Angeles, U.S.A. Hanking built the device, which is designed to eliminate obnoxious gases, keep cylinders free from carbon, relieve back pressure and obviate the conventional-type silencer. One of the new fans is shown installed in a 1931-model Ford and the two men hold another fan. A section of the radiator water hose to the left of the cylinder has been removed to show the fan. For its operation, the engine exhaust-pipe to the silencer is sealed off and the exhaust piped to an open chamber, around which the hub of the vacuum fan fits. When the fan, which consists of six hollow blades with open vents on the sides, revolves, it creates a vacuum and sucks out the engine gases which are dissipated through the vents.

LONG ISLAND, BOSTON, IS AT LONG LAST TO BE LINKED WITH THE MAINLAND: The new bridge, under construction between Long Island and the Massachusetts shore, thus eliminates the ferry which has operated across this part of Boston outer harbour for seventy-five years. As the island is shared by the Hospital for Chronic Diseases and Fort Strong, a fort of the coast artillery, the new bridge fulfills a very definite need. The bridge is to be 3,450 ft. long and, at the mainland end, connects with a narrow neck of land linking with the southern suburbs of Boston in the neighbourhood of Nepouset. *Right*—One of the 250-ft. spans, weighing 210 tons, being carried to the bridge site on wooden barges pulled by tugs. The bridge sections have been assembled at Pier 4, Boston, by the Bethlehem Steel Company, builders of the bridge.

WITH THE COMBINED FLEETS AT GIBRALTAR

Admirals of the Home and Mediterranean Fleets Meet the First Sea Lord On Board H.M.S. "Vanguard," Britain's Newest and Largest Battleship

THE FIRST SEA LORD AND HIS COMMANDERS IN CONCLAVE: Admiral of the Fleet Lord Fraser, First Sea Lord, who journeyed from Villefranche to Gibraltar in the battleship, seen with Admirals of the Home and Mediterranean Fleets on board H.M.S. *Vanguard* at Gibraltar. Left to right—Rear-Admiral Caspar John, Third Aircraft-Carrier Squadron; Commodore T. M. Brownrigg, Chief of Staff, Mediterranean; Rear-Admiral C. C. Hughes Hallett, Chief of Staff, Home Fleet; Vice-Admiral P. B. R. W. William-Powlett, Mediterranean Destroyers; Admiral Sir Philip Vian, C.-in-C., Home Fleet; Lord Fraser; Admiral Sir John Edelsten, C.-in-C., Mediterranean; Vice-Admiral G. Grantham, Second-in-Command, Mediterranean. Standing—Rear-Admiral Lord Ashbourne, Gibraltar; and Vice-Admiral C. A. L. Mansergh, Second Cruiser Squadron. In the second week of February the Home Fleet, engaged on its spring cruise, sailed from Gibraltar into the Western Mediterranean for exercises with ships of the Mediterranean Fleet, and before the return to Gibraltar, where the above picture was taken, there were visits to ports in Italy and on the French Riviera, notably Villefranche.

COMING IN TO "LAND" ON THE FO'C'SLE OF "VANGUARD": The helicopter about to touch-down when the battleship was at anchor at Villefranche. A calm sea and still air added to the ease of the manœuvre, and showed what a perfect vehicle the helicopter can be for inter-fleet communication.

A HELICOPTER LANDS BETWEEN H.M.S. "VANGUARD'S" ANCHOR CABLES: While *Vanguard* was at anchor in Villefranche, a Sikorsky Dragon Fly helicopter from the Fleet Carrier *Indomitable* made what is believed to be the first landing of an aircraft on the fo'c'sle of a British warship. Normally the aircraft would have landed on the quarter-deck, but the quarter-deck awning was spread and it touched-down between the anchor cables instead. The flight was made for the Navigating Officer of H.M.S. *Indomitable* to deliver despatches. The officer completed his business and was re-embarked while the helicopter hovered overhead. He was hauled on board by the cable normally used for air-sea rescue, as the pilot considered it wiser, with one other passenger on board, to get into the air first owing to lack of wind and the restricted space for take-off. The First Sea Lord (Admiral of the Fleet Lord Fraser) later embarked in the *Vanguard* to proceed to Gibraltar, where he met his Home and Mediterranean commanders. The battleship sailed from "The Rock" on March 10 for the United Kingdom at the end of the Home Fleet spring cruise.

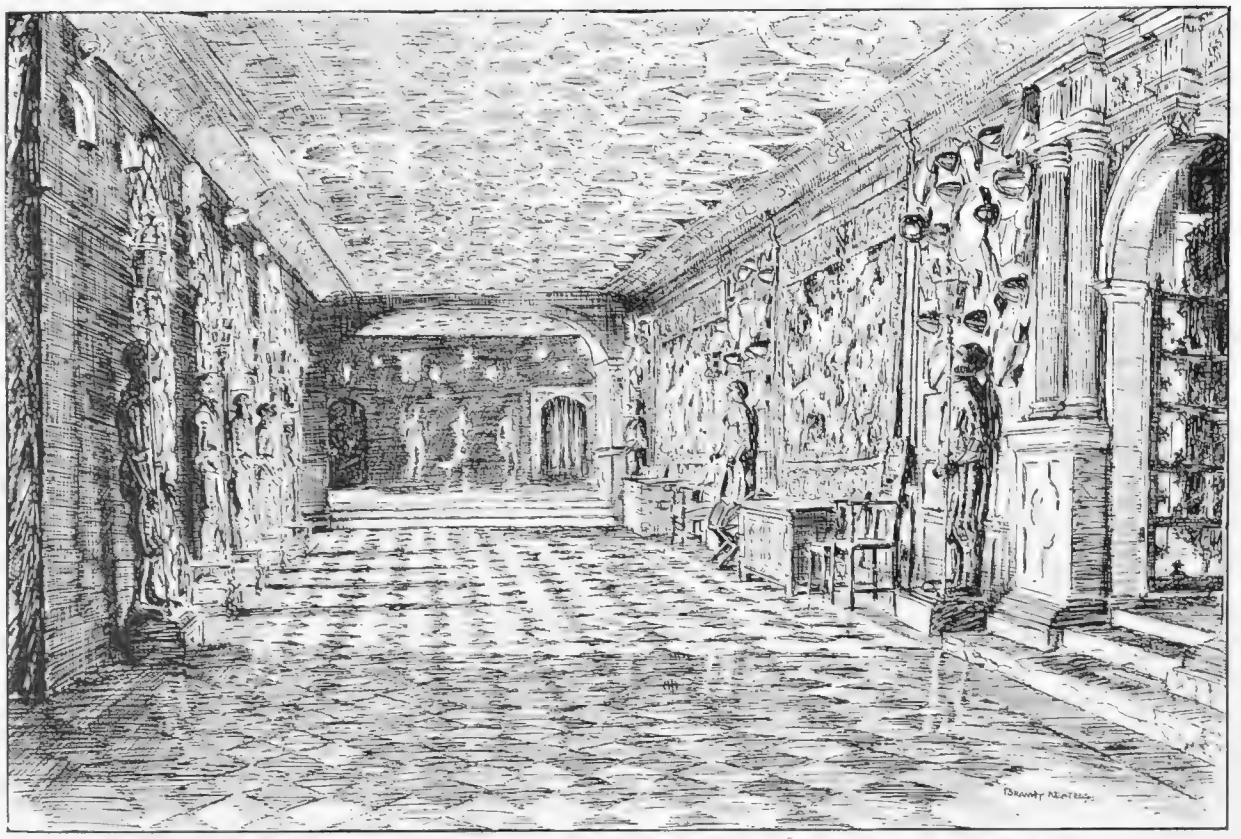
A SINGULARLY BEAUTIFUL OLD FORTRESS SURROUNDED BY A MAGNIFICENT DISPLAY OF POPLARS—ALLINGTON CASTLE, NEAR MAIDSTONE, KENT, WHICH IS TO BE USED AS A "DESERT HOUSE" FOR CARMELITE SISTERS: The Carmelite Friars, who are buying the castle from Mr. G. W. Horsfield, returned to their original site at nearby Aylesford in 1949 after an absence of 411 years. Allington Castle stands on the banks of the River Medway, three miles below the market town of Maidstone.

ANCIENT ALLINGTON CASTLE HALF-ENCIRCLED BY A BEND IN THE MEDWAY: The castle was the birthplace of Sir Thomas Wyatt, the poet, in 1503. It was the Wyatts who were responsible for several Tudor alterations and additions of a domestic character. The early castle on the site was overthrown in 1175 and replaced by another building in 1281.

ALLINGTON CASTLE for the CARMELITE SISTERS

A Picturesque Kent Home which is to Become a "Desert House"

In 1949 the Carmelite Friars returned to their original site at Aylesford, Kent, after an absence of 411 years. They left "The Friars," an old house standing on a bank of the Medway, at the time of the dissolution of the monasteries by King Henry VIII. On their return to Aylesford the Carmelites formed a secular order known as the Institute of Our Lady of Mount Carmel, which Father Malachy Lynch, Prior of Aylesford, described as a "religious organisation for professional women to meet modern needs." This order for Carmelite sisters, which became one of the first of the many secular institutes approved by the Pope to be set up in England, differs from the enclosed Carmelite Order associated with St. Teresa of Avila, inasmuch as the sisters are allowed to return to their normal lives after a year of community life. Now comes the news that the Carmelites are to use Allington Castle, which stands just outside Maidstone and close to their own Friary, as a "desert house" for the sisters, in preference to the present home in the Aylesford Gatehouse. The sisters will move into the castle in the autumn. Situated on a bend in the Medway, the castle, once the home of the Cobhams and Wyatts, remains to-day a singularly beautiful old fortress surrounded by a magnificent display of stately poplars. In 1175 the early Norman castle on this site was overthrown, but just over 100 years later Sir Stephen de Penchester, a Warden of the Cinque Ports, obtained leave to fortify his house which had taken the place of the earlier fortress. Since then much restoration has taken place, and especially during the Tudor period, when the Wyatt family made several additions of a domestic character. The Castle was formerly the property of Mr. G. W. Horsfield, son-in-law of the late Lord Conway.



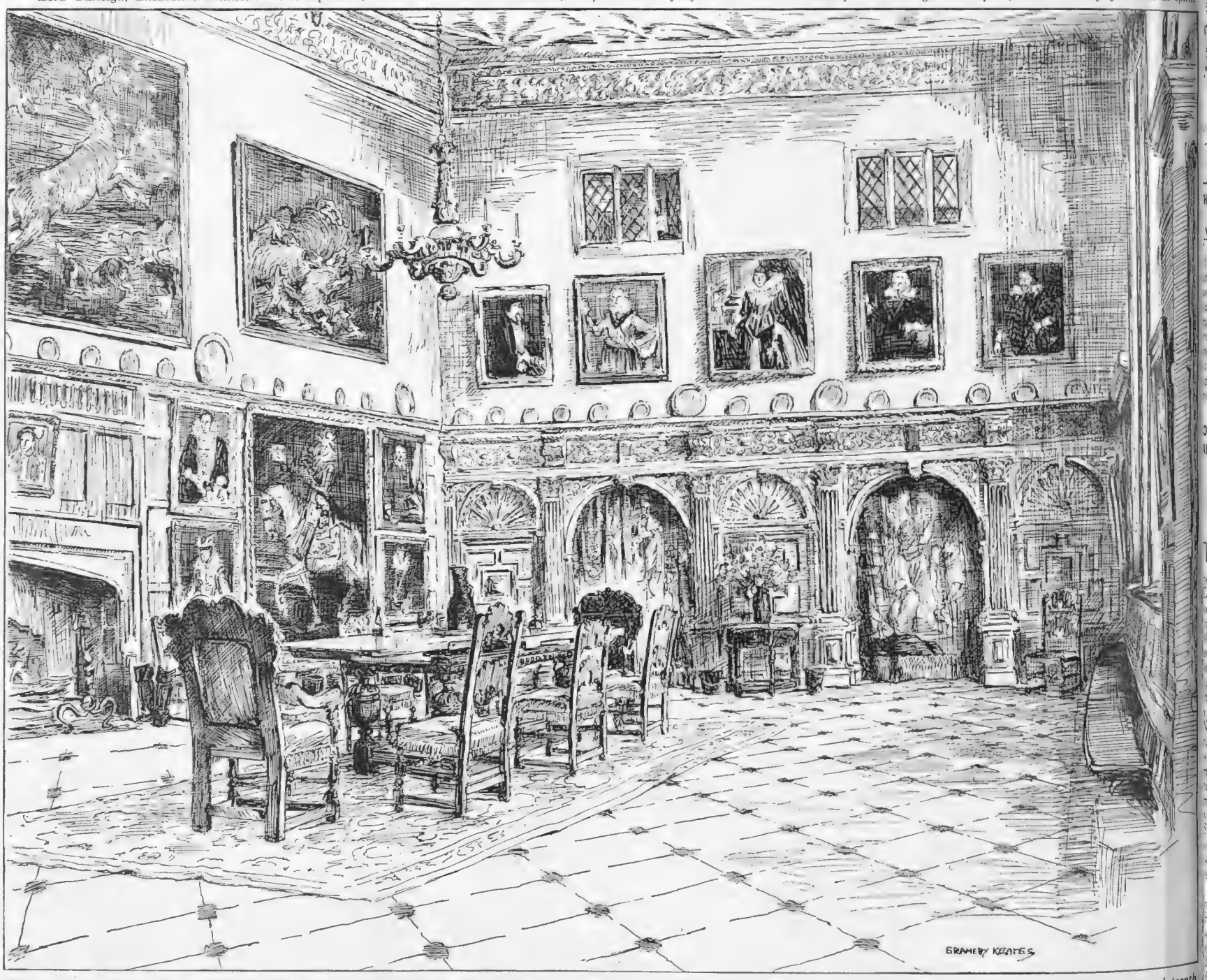
THE WEST END OF THE ARMOURY AT HATFIELD HOUSE, HERTS, THE SEAT OF THE MARQUESS OF SALISBURY: The Armoury was originally an open portico in the Italian Renaissance style with windows in its north wall. The armour and tapestries were set up there in 1874. Much of the armour was worn by men of the Armada. It was captured during the battle and presented to Lord Burleigh, Elizabeth's Minister. The tapestries, known as "The Four Seasons," depict the everyday life of the 17th century.

Stately Homes Open During Festival Year

FOUR GREAT HOUSES TO WHICH THE PUBLIC ARE ADMITTED

(Special "Sphere" Drawings by Bransby Keates)

Of all the stately homes of England which will be open to the public during the Festival of Britain, none will command greater interest than Hatfield House, for Hatfield House and its forerunner, the Old Palace, have played no small part in the history of England. The story of how Robert Cecil came to Hatfield is a curious one. He owned Theobalds, in the eastern part of Hertfordshire, which he had inherited from Lord Burleigh, Prime Minister to Queen Elizabeth. To this house he invited King James I. The King was so taken with it that he proposed an exchange, and Robert Cecil accordingly received the Royal Palace of Hatfield. Whether Cecil was pleased with his bargain was doubtful. No doubt the great red, rambling brick building must have seemed to him dark and lacking in amenities. Moreover, he possessed to the full the Elizabethan passion for building. He therefore pulled down all but one wing of the old house, and used the brick to build the magnificent mansion which survives to this day. Robert Cecil, first Earl of Salisbury, built Hatfield House in five years. Construction began in 1607, and the place was ready for occupation in 1612. The total cost was under £10,000. Apparently Cecil had no architect to make detailed plans. The tradition is that he bought drawings for a north and south façade, and with his clerk of the works, set to work to weld them together. Although the plans harked back to the past, the house, when completed, had a general air of light and space, and was truly Jacobean in spirit.



THE GREAT HALL AT PARHAM PARK, SUSSEX: Parham Park, which is open to visitors by permission of the Hon. Clive and Mrs. Pearson, was built in the sixteenth century by Sir Thomas Palmer, whose father, Robert Palmer, was granted the estate by Henry VIII. The house contains many treasures, including an important collection of pictures mostly relating to the Tudor and Elizabethan eras.

Parham Park, which commands a fine view of the chain of the South Downs, is one of the greatest of the county mansions in Sussex. It is linked in history with the family of Palmer, South Country notabilities who reached their greatest eminence in Tudor times. Robert Palmer was the founder of the Parham branch of the Palmers, and the great mansion was completed by Sir Thomas Palmer, his son. Sir Thomas, together with his brother, Sir John, had the doubtful distinction of dicing with Henry VIII. They were fairly successful at gaming, but Sir John came to a tragic end on the gallows, although upon what exact grounds or at what exact date in uncertain. In 1587 Parham Park changed hands, being sold by the grandson of Sir Thomas Palmer to Sir Thomas Bisshopp Knight, of Henfield. Both the Palmers and the Bisshopps figure among the Tudor and Elizabethan portraits at Parham. The main apartment at Parham is the Great Hall, 51 ft. long and 26 ft. wide, with a fine groined ceiling containing the arms and quarterings of Queen Elizabeth The Hall is lit by a series of large bay windows.

THE NORTH END OF THE GREAT HALL AT AUDLEY END: This fine mansion in Essex was built in 1603 for Thomas Howard, Earl of Suffolk, and is attributed to Thorpe.

Audley End, a relic of the days when domestic building was on a scale of vast magnificence, is to-day but a fragment of the great house built in the seventeenth century and covering almost five acres. It is a truly remarkable fragment, however, and when the news became known in 1948 that Audley End had passed into the hands of the nation for preservation as an ancient monument, it was welcome indeed. The house takes its name from Sir Thomas Audley, afterwards Baron Audley, Speaker of the House of Commons and Lord Chancellor in the first half of the sixteenth century. Audley, an able and unscrupulous opportunist, married a sister of Lady Jane Grey. The great house was built by Audley's grandson, Thomas Howard, Earl of Suffolk, and it is widely thought that the architect was John Thorpe, that man of mystery who left such scant evidence regarding his professional work. Thorpe remained faithful to the tradition of the gabled house, strictly planned and sober in detail. He never indulged in the extravagances to which some of the Elizabethan builders were led by copying German models. He represents, indeed, the transition between the medieval builder-designers and the academic architects of the seventeenth century. Audley End was begun in 1603 and must have been in an advanced state by 1610, for James I is known to have stayed there. His somewhat acid comment on visiting the place was that Audley End was too large for a King, but might do for a Lord Treasurer—a post which the Earl of Suffolk then held. The comment was not without prescience, for it was in 1618 that the Earl's vast defalcations came to light, and proceedings were set in motion for his trial before the Star Chamber. In 1669 Charles II agreed to buy Audley End for £50,000, but the King, as was sometimes his wont, did not pay in full and the Royal connection with the house was not continued. In 1721 Sir John Vanbrugh was called in to Audley End, and it was on his advice that the three sides of the great quadrangle were demolished. At the same time he erected lodges at the north and south end of the west front; but the work that the celebrated architect-cum-playwright did there was not very successful.

On right—

AN ORIGINAL FEATURE OF LOSELEY MANSION, NEAR GUILDFORD, SURREY: The drawing-room with its clunch overmantel and fireplace.

The Manor of Loseley dates from Saxon days, having been bestowed on Edward the Confessor, from whom it passed to William the Conqueror, who in turn gave it to Roger de Montgomery, Earl of Arundel and Shrewsbury. It passed through successive hands until purchased early in the reign of Henry VIII by Christopher More, a grandson of Thomas More of Norton, Derbyshire. The mansion built by his son, Sir William More, was completed in 1568, and remained in the hands of the More family until the death of the last male heir in 1689, when it devolved on his sister, who married Sir Thomas Molyneux, thus founding the family of More-Molyneux, which has held it in unbroken tenure until the present day.

Manuscripts and other documents dating from the reign of Henry VIII to that of James I, which were discovered at Loseley after having been lost for some 200 years, are now preserved in the Muniment Room of the mansion. From these it seems certain that Loseley can claim with better justification than many other mansions of that period that "Queen Elizabeth slept here." Letters were found containing instructions for Mr. More to prepare the house for the Queen's reception in 1583 and 1591.

ELY COMBATS THE BEETLE

RESTORING THE EIGHTEENTH-CENTURY TRUSSES IN THE NAVE ROOF OF THE CATHEDRAL

Repairs are now being carried out on Ely Cathedral's eighteenth-century trussed rafter-roof which has been attacked by beetle. The affected parts are being chipped away with axes and strengthening members put in place where needed. When the work has been completed, it will be chemically treated to prevent any further attack by beetle. Ventilators will also be installed in the roof so that fresh air can get to the attic which, hitherto, has proved to be an ideal breeding-ground for the beetle. Other timbers are also being replaced. The complete roof of the nave will eventually have to be removed and all outside timber inspected, but this work is not envisaged for the time being. The present Cathedral was begun by Abbot Simeon in 1083 on the site of a religious house founded by St. Ethelreda in 673. The Octagon built by Alan of Walsingham in 1328 took the place of the central tower which had collapsed six years earlier. Holy Trinity was restored by Sir George Gilbert Scott in 1847 and listed as a building of special architectural interest in 1950. It embraces every style of architecture from Early Norman to Late Perpendicular.

REPAIRS AT ELY CATHEDRAL: A view of the Cathedral Church of the Holy and Undivided Trinity, from the south, showing the roof of the nave on left, between the Octagon and the tower at the west end, which has been attacked by beetle. The timbers affected are those of the eighteenth-century trusses, and not the boarded ceiling, which was painted in the nineteenth century.

THE PAINTED CEILING OF THE NAVE: This nineteenth-century ceiling was itself endangered by the condition of the timber above it. The view was taken from the west end of the Cathedral, looking east towards the fourteenth-century Octagon over the crossing.

INSIDE AND OUTSIDE THE NAVE ROOF: *On left*—Stephen Smith, one of the men engaged in the task of restoration, points out some repair work done in the past—a piece of metal hammered to two beams to prevent slipping. This will have to be replaced. *On right*—The affected part of the roof. Eventually the lead will be removed from the roof itself and the outer timbers inspected.

REPAIR WORK IN PROGRESS IN THE ATTIC ABOVE THE NORMAN NAVE OF THE CATHEDRAL: *On left*—Workmen engaged in chipping away badly-affected parts of the wood. *On right*—The part of the attic which has been affected by the beetle. Strengthening members can be seen, some in place and others ready to be put into position. In some places the beetles have almost eaten through the beams. Ely's Norman nave is said to be one of the finest in England.

400,000 WOMEN CAN'T BE WRONG

A SYNTHETIC HOUSE, AND OTHER FEATURES OF THE IDEAL HOME EXHIBITION IN LONDON

MODERN ELECTRICAL APPLIANCES IN SETTINGS OF YESTERDAY: This is the Victorian Room, forming one of the tableaux designed to emphasise by dramatic contrast how life has become progressively easier in the home, with electricity taking the place of servants. This display at the Ideal Home Exhibition is staged by the British Electrical Development Association. It asks the visitor to decide whether he or she has taken the fullest advantage of electricity.

IN THIS SYNTHETIC HOUSE IS EMBODIED THE FINELY-SIEVED WISDOM OF 400,000 WOMEN: This is the breakfast-living-room of the Women's Institutes' House which incorporates suggestions and ideas gathered in every corner of the land by interviews and questionnaire papers. It is put forward as the common denominator of housewifely needs.

THE CRYSTAL PALACE OF 1951 WHICH VISITORS VIEW ON ENTERING THE IDEAL HOME EXHIBITION AT OLYMPIA: Recreating the atmosphere of the Crystal Palace of a century ago, here contemporary fabrics are shown in a setting reminiscent of Victorian days. Silk and glassware are dominant features in this imaginative display.

THIS IS THE COATES HOUSE: It is an Anglo-American style residence furnished according to the ideas of Don Iddon, *Daily Mail* representative in New York. The most admired feature is the streamlined kitchen.

IN THE EVER-POPULAR GARDENS SECTION OF THE EXHIBITION: *Left*—This Moorland Garden is by Marcel de Smet, and *on right* is a landscape garden by Granville Ellis. This exhibit is designed to show how any corner of a garden can be transformed into a restful retreat with a "hillside stream bubbling over mossy rocks into a quiet limpid pool." Where no natural water exists the designers suggest the use of an electric pump, which can circulate the water at negligible cost.

EXTRACTING THE MINERAL WEALTH OF NEW CALEDONIA, ONE OF THE RICHEST ISLANDS OF THE CORAL SEA: This factory typifies the industrialisation of New Caledonia, where nickel, chrome and iron abound, and silver, gold, lead and copper have also been mined with success. About 96,000 tons of nickel ore and about 75,000 tons of chrome ore of very high grade are produced each year in New Caledonia. Blast furnaces and electric furnaces produce large tonnages of nickel and ferro-nickel, and many other local industries are developing fast, including a meat-preserving works and barking mills for coffee. The old idea of idyllic life in the South Seas, where man basks amid the abundance of nature, is now a thing of the past in so far as New Caledonia is concerned, also in the islands of the New Hebrides.

THIS IS THE ISLAND WHICH THE FRENCH ADMIRAL DESPOINTES DESCRIBED A CENTURY AGO AS A "PARADISE ON EARTH": Looking across a bay in New Caledonia to the great plant where nickel ore is treated, where a cloud of factory smoke often begrimes the verdant scene. New Caledonia was discovered by Captain Cook in 1774, and the island became French in 1853. Until 1895 the French used New Caledonia as a penal settlement.

PARADISE LOST *in the* CORAL SEA

THE IMPACT OF INDUSTRIALISATION UPON THE ISLAND OF NEW CALEDONIA

The French Admiral Despointes once described New Caledonia, the largest of the French South Pacific isles, as a "Paradise on earth." Hollywood films, romantic novels and the tales of tourists all add to the picture of graceful living, unending sunshine, beautiful women, flowers, music, wine and romance which is conjured up in the mind of the average European by the words "the South Sea Islands."

But technical progress in the last century has wrought a change in every corner of the earth, and nowhere has man violated nature in a manner so brutal as in the islands of the Coral Sea. The final touches were added by the Second World War. There was no fighting, no bombardment of these islands during the war; but strategic fortifications, economic development and all the ramifications of European "progress" have wrought the inevitable change. Fortresses, aerodromes, factories, cities of cement and corrugated iron sprang up to greet the occupying U.S. forces, and the whole primitive rhythm of life was changed, the "*paradis terrestre*" becoming a bustling outpost of "civilisation."

Once the happy, isolated natives, drawing their fish from the sea and their fruits from the soil, were considered educated if they could count up to twenty. To-day they are busy at work in tin shacks and offices, drawing up reports, editing statistics—how many tons of nickel, how many new preserve factories, how many pit-heads, aerodromes, harbours; while others who used to cast their home-made nets into the waters of the still lagoons now shovel coke into the furnaces of vast new factories.

Beside these progressive statistics, there is a touching note of naïveté in the inscription upon the solemn memorial to the

E PETROL PUMP, SYMBOL OF PROGRESS AND ENLIGHTENMENT AMONG THE ISLANDS OF THE CORAL SEA: The pump supplies motor-boats, the flying-boats which call in on the islands, and the cars which abound.

THIS WAS ONCE AN AMERICAN ARMY CAMP IN NEW CALEDONIA; NOW IT IS A SHANTY TOWN WITH A POPULATION OF 2,000: The corrugated-iron shacks, which do nothing to add to the beauty of the scene, are a reminder of the days when New Caledonia was a stepping-stone in the Allied reconquest of the Pacific. Both British and American carriers were based on Noumea, the capital.

QUALOR BY THE PACIFIC SHORE: The island fishermen in New Caledonia and the New Hebrides have always lived in houses on piles at the water's edge, but never in past times were they such tumbledown shanties as they are to-day now that they are constructed of modern materials, corrugated iron, asbestos sheeting, and all the wreckage of war.

CITIZENS OF NOUMEA: New Caledonians outside their homes in the capital city. The blast furnaces and electric furnaces bring comparative wealth to the islands, and the women wear printed frocks and exhibit other signs of civilisation.

THERE IS HARDLY AN ISLAND IN THE CORAL SEA WHICH HAS NOT GOT ITS OWN AIRSTRIP: On such wartime strips giant four-engined planes descend with almost clockwork regularity, bringing in vital materials for the key industries. The islanders seem to take all these signs of progress very much for granted. Their living standards have certainly been raised since the war days, but squalor, too, has come in the train of progress.

land's war losses: "Number of military allies killed by coco-nuts during the years 1941-1945—1,300." Returning from dangerous missions elsewhere in the Pacific, the U.S. aeroplanes would make the tall coconut palms tremble, so that the large nuts often fell from a height of 30 ft. on to the heads of unwary sleepers below.

On the beaches of the islands, rusting, empty tins—"K" rations, sardines, preserves—mix with the coral shells on the hot sands. In the New Hebrides the traditional huts on stilts over the waters of the lagoons are no longer constructed of soft palm fronds and bamboo; corrugated iron and sheets of asbestos are the materials favoured by the up-to-date native. Coming into Noumea, the capital of New Caledonia, one finds the island port shrouded in a cloak of factory smoke, dirtying the trees and what is left of the flowers, laying a thin, greasy scum over the still waters of a lagoon no longer blue. This is what progress has meant to the South Seas. The beautiful girls—they were never abundant—have gone off to Tahiti, to the tourist centres, in the hope of being spotted by a talent scout from Hollywood. The New Hebrides, New Caledonia, all the islands of the Coral Sea, have become an "Economic Development Area." Admiral Bougainville would have to look elsewhere for his "Paradise on Earth" if he came back to visit the islands in this, the century of the Common Man. It is a case of Paradise Lost in the Pacific.

LAND'S END FISHERMEN

Life on Board the Little Boats Which Fish the Cornish Coast

THERE are few Englishmen who do not enjoy playing with boats. And most of them have had dreams of going off to earn their living on the sea, leaving the petty restrictions of civilised life for a battle with the elements. Few do it, and those amateurs that do seldom stick to it for long. To men used to a neatly ordered 48-hour week, the reality of as many as ninety hours on the cold wet deck of a tossing fishing-boat is not as attractive as imagination paints it.

The men who lead this life have been born into it. The crews of the tiny boats which put out at dawn from the little fishing villages round the rough Cornish coast must know the sea better than they know their own minds. To wring a living from the reluctant sea, years of knowledge and centuries of inherited skill are needed. For the ways of the fish are surrounded by mysteries, and the reasons for many of their habits and movements are unknown.

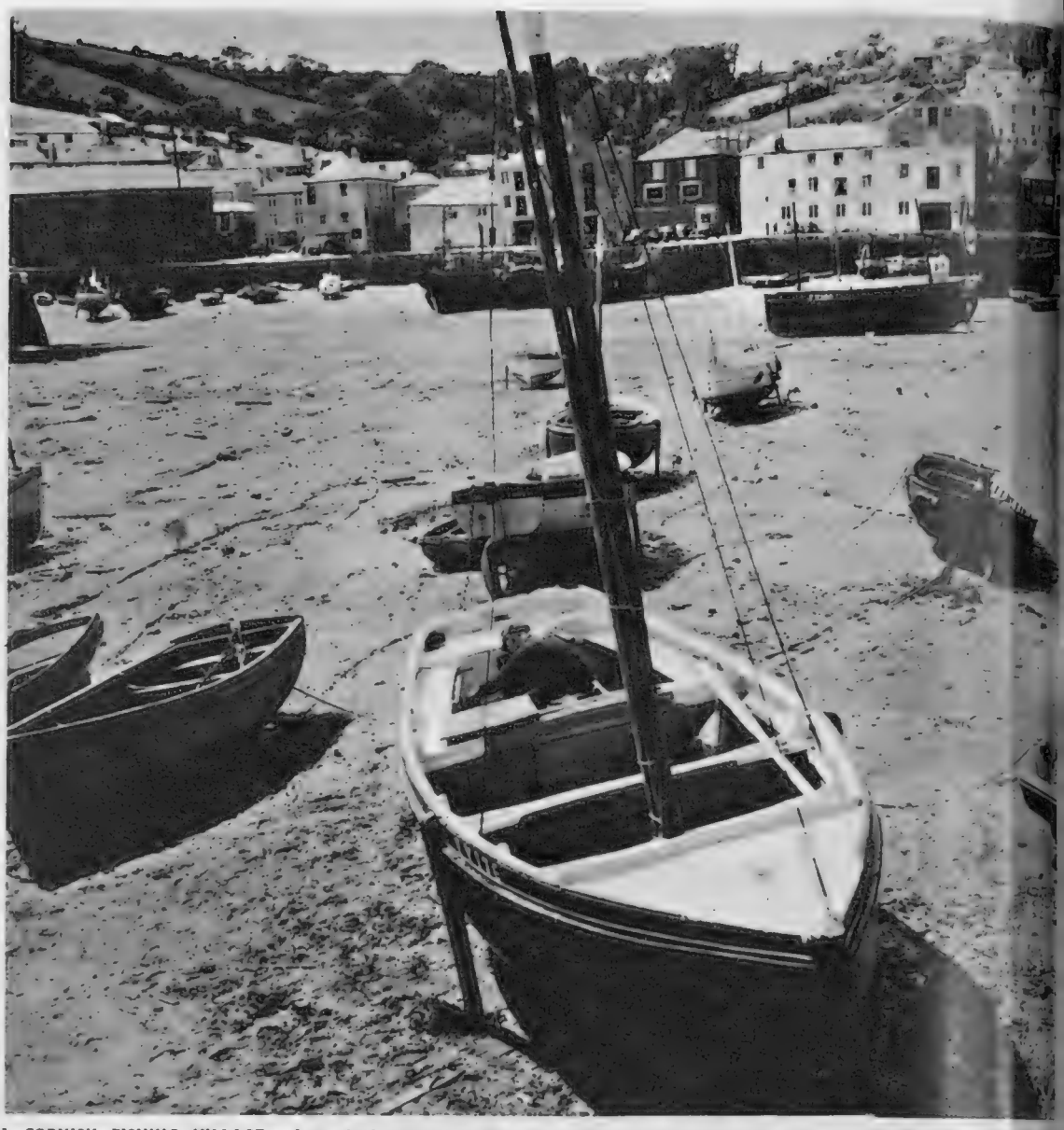
Fishermen like to be their own masters, working in their own time, pitting the risks of loss against the possibility of that enormous but not impossible catch which will one day make their fortune. The skipper of a Cornish fishing-boat is the owner. He picks a crew of two to five men, supplies the tackle, the bait and the fuel. "Takings" are divided into shares among the men, with an extra, or "ship's share," going to the skipper to defray his expenses and cover his capital expenditure. All the Cornish fishing-boats are owned and operated in this way. The Cornishman is an independent man with trenchant views of his own. Efforts to form co-operative crews invariably end in failure.

Two main types of fishing are employed in Cornwall—line and net. "Spiltering" is a type of line-fishing used to catch whiting. The line is from three to five miles long, with up to 5,000 hooks on it. "Long-lining" is used for deep-sea work, with a heavier 2- or 3-in. rope line, seven to eight miles in length, with 1,000 hooks to every mile. "Long-line" catches bring up such monsters of the deep as the skate, with its cruel razor-edged barbs, the wicked-looking dogfish, ling, conger eels, rays, turbot and cavernous-mouthed angler-fish, and an occasional shark.

Net fishing employs either a ring or a drift net. With the former, the net is cast in a large circle in a few fathoms of water, then slowly drawn in until the circle is only a few yards across. The pilchards or mackerel are then dipped out in baskets or hand nets. "Drifting" is done at night, with the net cast in a straight line and left to drift with the boat for a few hours. The pilchards attempt to swim through the mesh of the net and are caught by the gills. A catch of this kind can vary from a few stone to a thousand or more stone at one "throw."

Often money is lost on a trip, when fuel, bait and upkeep are not covered by the price of the catch. Occasionally a fortune may be made. Some fishermen, perhaps more skilful, but calling themselves more lucky than others, live as well as they could wish. Others may make an average over a year of as little as £5 a week. In any conditions the hours are long and, if the fishing is good and the weather not impossible, they may spend as many as ninety hours a week at sea. And it avails them nothing to strike for more pay and shorter hours. The sea is their only master, and it is an exacting one.

Boats, engines and tackle are expensive. To buy, service and equip a boat for fishing would cost up to £4,000 in initial outlay, and an owner-skipper needs more capital still if he is to survive the months of poor fishing which might follow his maiden voyage. Upkeep, too, is a large item. Lines have to be replaced regularly, for they may be lost when a hungry shark seizes a fish from the line, and in one bite severs the line as well. Nets are



A CORNISH FISHING VILLAGE: A typical scene at Mevagissey, near St. Austell, in Cornwall. The fishing-boats in this picture are all registered at Fowey, nearest registration port for South-West Cornwall. Mevagissey is a picturesque village. It is entirely devoted to fishing, and all its inhabitants are connected with the trade.

THE "SEAGULL" PUTS OUT TO SEA: A familiar sight to Cornishmen is the fishing-boat, surrounded by gulls, as she leaves the port of Fowey for the grounds off Land's End. This boat is a motor fishing-vessel and appropriately named the *Seagull*. The skipper of the vessel is also the owner. "Takings" are divided into shares for the crew, with an extra as "ship's share" going to the skipper to cover running expenses.

INSPECTING A LINE BEFORE "SHOOTING": The line can be anything from 3 to 5 miles long or up to 8 miles in "long-lining." A single flaw in the line might mean a total loss, including thousands of hooks and tails. A "tail" is the short piece of line connecting the hook with the main line.

THE CATCH GOES ASHORE : The gleaming baskets of herrings and pilchards are carefully weighed and their value must be estimated as soon as they reach the shore.

GOOD AND BAD : Two specimens of the varied catch which comes the way of the fishermen. *On left*—One good-sized fish like this is worth a great deal more than a number of small fish making a larger total weight. *On right*—The spotted dogfish has a rasp-rough skin, a wicked little mouth on his white underside and a backlash to guard against. The fishermen handle them easily enough, knowing exactly how to pick them up.

NLOADING : The *Seagull* unloads her haul at Mevagissey. First to come off are the deep-water monsters caught on the "long-line." Rays and skates are often so heavy that they have to be hauled ashore by a derrick.

ften ripped and have to be repaired ; and daily exposure o the salt sea eventually rots them, so that they have o be replaced. The one lesson the fisherman never forgets s that it is never a saving to attempt to carry on using nreliable equipment of any kind.

Many of the young Cornishmen to-day shy away from he constant responsibilities, the night work, discomfort nd physical hazards of the fisherman's life. They prefer he regular pay and short hours of a job on land to being ossed about on a wet deck, among slithering fish and ying hours, for thirty-six hours on end where the nglish Channel meets the Atlantic. But while there is reath in their bodies, the fishermen themselves will never enounce their calling. The sea may be a hard master ; ut at times it can be a rewarding mistress.

IN ACTION : On one side of the boat hands are preparing to lay a fresh "long-line," while on the other side the line which was laid on the previous day is taken in. In the centre of the picture is a dan-buoy, to which the line is attached so that it can be easily spotted and picked up on the next trip the following day.

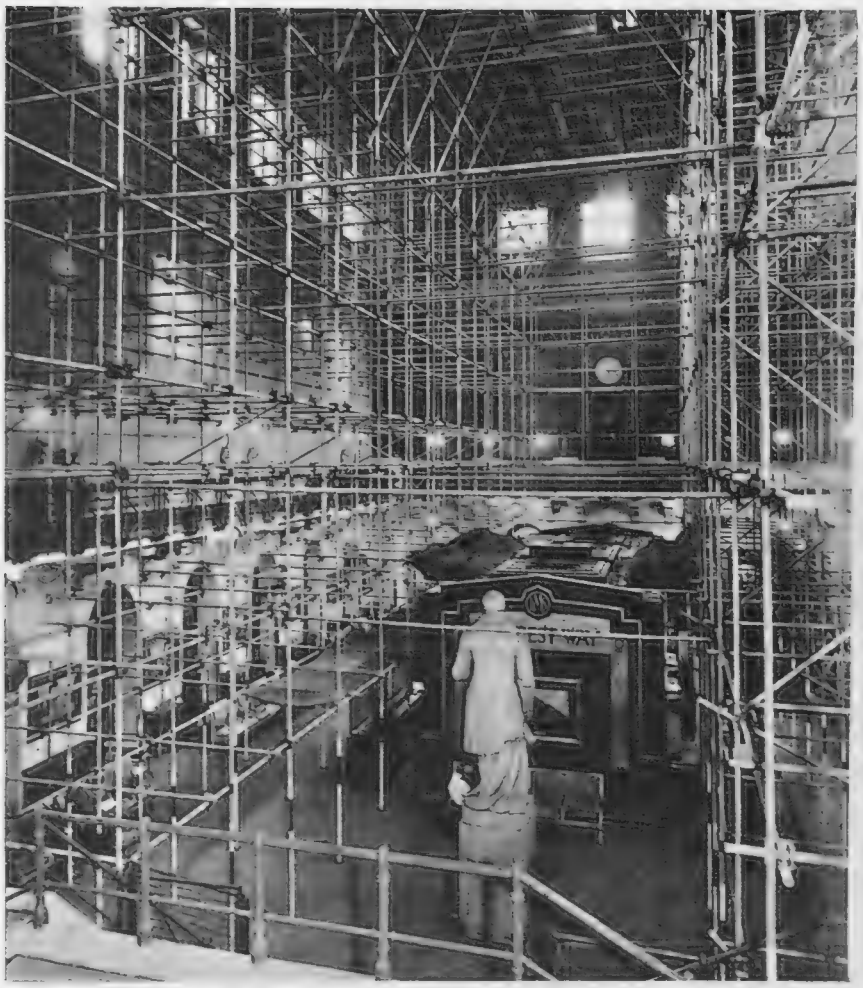
YING THE NETS : The nets are spread over the harbour wall in fine weather and are minutely inspected for tears. A small hole will spread quickly and may be the cause of losing many pounds-worth of fish. The fishermen look after their nets very carefully.

THE END OF A GOOD DAY'S WORK : As the boat heads back towards harbour, the crew start sorting the catch into baskets ready to be put ashore as soon as they arrive. The "long-line" brings up a variety of sea monsters, including an occasional shark.

Home News in Pictures

ALL-CHANGE AT EUSTON AND LIVERPOOL STREET

REDECORATING THE FAMOUS BOOKING HALL AND RE-ENERGISING THE BACKWARD AREAS OF EAST ANGLIA



SIX MILES OF SCAFFOLDING CROWD THE GREAT HALL AT EUSTON STATION, WHICH IS NOW ABOUT TO BE REDECORATED IN ACCORDANCE WITH A COLOUR SCHEME PROPOSED BY ITS DESIGNER, HARDWICK, 105 YEARS AGO: Part of the coffered ceiling will be in light blue and the remainder will be in cream. The columns, will be in Tuscan red with gold bands. A contemporary account of Hardwick's masterpiece declared: "Passengers pass firstly into an immense and beautiful hall, on either side of which are entrances to the booking offices. A light and elegant gallery runs round three sides of the hall, guarded by a bronze railing, on a level with the boardroom, which is reached by a noble flight of thirty steps surmounted by a range of Doric columns, the sculptured groups being emblematical of the progress of industry and science." The pontifical writer concludes with the judgment: "The booking offices are very fine specimens of architecture, but the waiting-rooms are far from corresponding with them in magnificence."

MUCH ADO ON BEACHY HEAD: Work has started on the Air Ministry's new radio station at Beachy Head. Bulldozers and excavators are tearing up the turf round Eastbourne's famed beauty spot, and fences are being put round several acres of land to keep the public out. Eastbourne Council agreed last November to allow the Air Ministry to enclose the land after the Downs Preservation Committee had recommended the step "in the national interest." The affected area, which is so popular with holiday-makers, is on the second highest part of the cliff-top and was a great resort of picnic parties. A row of coastguard cottages stands in the centre. Paths are being closed, and alternatives provided.

TWELVE TONS OF SOOT CONTRIBUTED TO THE FOG OF WAR: Bristol and Birmingham students seen during their battle on the steps of Victoria Rooms, Bristol. The soot used in the campaign settled in choking clouds over attackers and defenders alike, and the battle evidently played some important part in inducing the Bristol citizens to part with their money for charity.

A BATTLE ROYAL IN THE WEST COUNTRY: Wessex defenders (Bristol students) grimly fighting for their stronghold—the Victoria Rooms, in Bristol—against the onslaught of the Mercian expeditionary force (Birmingham students). This rag was organised by the students to aid the funds of the British Empire Relief Association.

NELSON SQUARE, BLACKFRIARS ROAD, A RELIC OF GEORGIAN LONDON, TO BE THE SCENE OF CONSIDERABLE REBUILDING: Plans have been approved for ten-storey streamlined blocks of flats in this famous South London square, and work is to begin soon on the north side of the Square, which was partly cleared by bombing. Nelson Square, named after the hero of Trafalgar, was once peopled by rich merchants and gentlemen of leisure, rather in the manner of Canonbury, in North London. At one time the poet Shelley lived there, and the plaque seen in the picture *on the right* records his residence. Other celebrated residents in Nelson Square were Thomas Barnes, editor of *The Times* during the Melbourne, Peel and Grey administrations, and Joseph Haydn, compiler of the *Dictionary of Dates*. How much of the old Nelson Square is to be preserved is a matter of some interest to lovers of Georgian London. Apparently its importance has not been lost sight of, as in 1950 the Ministry of Town and Country Planning scheduled buildings there for protection in the course of a survey of the antiquities of the Borough of Southwark.

ANOTHER BRITISH DESTROYER TRANSFERRED TO THE ROYAL PAKISTAN NAVY: H.M.S. *Onslaught*, of the Onslow class, seen at Devonport Dockyard before the ceremony of transference and her renaming by the Begum Rahimtoola, wife of the High Commissioner for Pakistan in the United Kingdom. The *Onslaught* is now to be known as H.M.P.S. *Tughril*. *Onslaught* joins the former *Offa* and *Onslow*, name-ship of the class, in the Pakistan service. These ships are of 1,540 tons displacement, and they were the first destroyers to be built under the Second World War construction programmes. They are capable of a speed of 34 knots. The main armament consists of four 4-in. guns.

GLAD TIDINGS FOR THE LONG-FRUSTRATED TRAIN TRAVELLERS OF EAST ANGLIA: Lord Hurcomb, chairman of the British Transport Commission, unveiling the second standard locomotive of the Britannia class at Liverpool Street Station. No. 70001 now bears the name *Lord Hurcomb*, and it is one of the first fifteen engines of this class which are being allotted to services in East Anglia, where there is great need of increased steam power. The *Lord Hurcomb* will be used on the day Continental service between Liverpool Street and Harwich. Other engines will be used between Liverpool Street, Norwich and the Norfolk coast, cutting down the running times by as much as forty minutes.

A GREEK RED CROSS MEDAL FOR PROFESSOR GILBERT MURRAY, O.M.: The Duchess of Kent shaking hands with the veteran scholar before handing him the medal at a ceremony at Greek House, London, in which Her Royal Highness presented awards to British citizens who had helped the Greek Red Cross during the war. The Duchess was received by the Greek Ambassador and the President of the Greek Red Cross, Professor A. P. Cawadias. Professor Gilbert Murray is one of the greatest living experts on ancient Greek literature.

THE DUKE OF GLOUCESTER HOLDS A FAREWELL INSPECTION OF THE 1ST BATTALION, THE GORDON HIGHLANDERS, NOW OUTWARD BOUND FOR MALAYA: The Duke, who is Colonel-in-Chief of the Regiment, seen with the men before they embarked on the *Empire Halladale* at Liverpool. Because their train was fifty-five minutes late in arriving at Liverpool, the Battalion had only a few minutes to get on parade for this inspection. They were then rushed aboard the troopship in order to sail on time. The Duke flew from London for the inspection. The Gordon Highlanders, who were raised in 1794, have a great record of overseas service, and within five years of being raised they went to Holland. The Sphinx on their Colours commemorates their Egyptian campaigning. The Gordons were with Sir John Moore at Corunna, were later in the Indian Mutiny, and provided twenty-one battalions in the First World War. At the start of the Second World War they took part in the desperate defence of St. Valery-en-Caux.

THRILLS AND SPILLS AT THE ASCOT OF STEEPLECHASING: *Left*—P. Fitzgerald falling with his mount, Red Abbot, in the Gloucestershire Hurdle Race, the first event on the card at the Cheltenham Gold Cup meeting, which, unfortunately, had to be curtailed owing to the flooded nature of the course. *Right*—The big event on the first day was the Champion Hurdle Challenge Cup, in which Hatton's Grace, an eleven-year-old which had won the race twice before, and National Spirit, a ten-year-old which had also won twice before, fought out the issue. At the last fence, however, National Spirit, making one of his prodigious leaps, came down, leaving his jockey, D. Dillon, on the "floor." Hatton's Grace (T. Molony up) is seen in the background striding up the hill to win by five lengths from the French challengers.

TRANSFORMATION SCENE IN COUNTY DURHAM

The Rise of the New Miners' Satellite Town of Peterlee in the North Country

The new town of Peterlee, which is now rising in County Durham, is the first of its kind in the country. It differs from the other satellite towns inasmuch as it is to be built entirely for the needs of the local population. The plan, which has been drawn up by the Peterlee Development Corporation under the chairmanship of Lord Beveridge, was first conceived by the Easington Rural District Council and its surveyor, Mr. C. W. Clarke. This envisages a miners' town of 30,000 people, largely mining in character but also partly agricultural, at present living in scattered villages in the surrounding area. A site of great natural beauty has been chosen for the new satellite town and already rows of semi-detached houses have been completed at Thorntree Gill. The whole of the area lies over several coal seams, and mining operations affect the stability of the surface. Progress, therefore, has to be planned and co-ordinated with underground working. Twenty-six small mining towns and villages are to be moulded into the new satellite area, which has been named after the Durham miners' leader, Peter Lee. In the new town there will be a health centre and a technical college, while the industrial area will be located on 120 acres to the north. This area is expected to be fully expanded by 1962. Many features of natural beauty have been incorporated in the general project.

THE RISE OF THE NEW TOWN OF PETERLEE—THE DURHAM COUNTY SATELLITE TOWN WHICH HAS BEEN NAMED AFTER THE FORMER MINERS' LEADER: Work in progress on the houses at Thorntree Gill. This road forms part of the new miners' town which is being built to house 30,000 people of the Easington Rural District. Peterlee is situated midway between the Rivers Tees and Wear, a short distance from the sea.

THE OLD TYPE OF MINING VILLAGE: Such rows of squalid, insanitary houses still form mining villages in many parts of the country. In some cases houses back on to each other without backyard or garden.

A PLEASANT ROAD WITH SEMI-DETACHED HOUSES—THE NEW TYPE OF MINING VILLAGE: These houses at Thorntree Gill are now finished, and occupied by families from scattered villages about 12 miles from the Hartlepools, Sunderland and Durham.

THE SURROUNDING COUNTRYSIDE THAT WILL EVENTUALLY FORM THE NEW SATELLITE TOWN OF PETERLEE: *On left*—A section of the Dene Valley, a famous beauty spot, where the new town is now rising. *On right*—A view of the old pack bridge over the Castle Eden Dene, the largest of the steep-sided gorges in the new area. The woodlands, situated around the deep denes, are prominent features of the countryside. The rest of the district consists of rolling farmland.

"KISS ME, KATE," AT THE LONDON COLISEUM: A scene from the American musical comedy which is repeating its enormous New York success in London. In the centre of the stage are Patricia Morison and Bill Johnson in their roles of Kate and Petruchio in the production within a production of Shakespeare's *The Taming of the Shrew*. *Kiss Me, Kate* tells the story of an actor and his former wife who come together again to act in a new production of *The Taming of the Shrew*. It follows the happenings behind and on stage during a performance, affording the husband a welcome opportunity to treat his wife rough. The London production is identical with that in New York except in its adaptation to the stage of the Coliseum, which is nearly double in size that of the Century Theatre in New York. Bill Johnson is the Petruchio; Patricia Morison the Kate, and Julie Wilson, Bianca. It is she who has the best of the Cole Porter songs, notably "Tom, Dick or Harry" and "Always True to You in My Fashion." Once again the American skill in the dance numbers is notable. They have been devised by Hanya Holm, a well-known American choreographer. *Kiss Me, Kate* is the fifth American musical comedy to be staged in London recently. It follows the big successes of *Oklahoma!*, *Annie Get Your Gun*, *Brigadoon* and *Carousel*, and may well become the lead as a box-office draw. Twenty thousand applications were made for the first-night. Crowds watched the celebrities arrive and the jam of cars and taxis in St. Martin's Lane was increased by one-way traffic due to road repairs in the Charing Cross Road.

A MUSICAL SHREW

"KISS ME, KATE" COMES TO THE LONDON COLISEUM

HOW FARES MY KATE?": Patricia Morison displays her much-publicised 42-in. tresses in a lively scene with Bill Johnson as Petruchio. They play the divorced theatrical couple who come together to act in a musical version of *The Taming of the Shrew*.

A VOCAL BIANCA: Julie Wilson, a cabaret artist, shares the star honours with Patricia Morison and Bill Johnson. Here she is singing one of Cole Porter's best and Sullivanesque numbers, "Tom, Dick or Harry."

THE FIRST-NIGHT CURTAIN: Patricia Morison, Bill Johnson and Julie Wilson take their call. This is Bill Johnson's second big London success. He was the male star in *Annie Get Your Gun*, which ran for 1,304 performances, ending its tenancy at the Coliseum last May.

NOVELLO'S UNDERSTUDY TAKES OVER

AND OTHER NEWS OF THE WEST-END THEATRES

IVOR NOVELLO'S UNDERSTUDY TAKES OVER: John Palmer plays a love scene with Vanessa Lee in *King's Rhapsody* at the Palace Theatre. This was during the first performance after Ivor Novello's sudden death, the previous night's show having been cancelled. John Palmer started his stage career twenty-four years ago with the Birmingham Repertory Company. He had been with Novello for fourteen years except for the war years. Almost the first words that John Palmer had to speak in *King's Rhapsody* were "The King is Dead."

THE LATE IVOR NOVELLO'S DRESSING-ROOM AT THE PALACE THEATRE: On the desk on the right are portraits of Novello and of Phyllis Dare, one of his oldest friends, who, with her sister Zena, is acting in *King's Rhapsody*. Ivor Novello's sudden death, reported in last week's SPHERE, came without warning. He had played the lead in *King's Rhapsody* the night before and had returned to his famous flat in the Aldwych, which he had occupied for over twenty years, for a business discussion with Tom Arnold, who presents *King's Rhapsody*. Only a few days before, he had been present at the first night of his latest success, *Gay's the Word*—an unusual occasion for him, since he had played the star part in his own shows for many years. Novello, one of the best-loved and most successful figures of the British stage, died in harness, only four hours after his final curtain. He had complained of pains in his arm and leg during the evening, but had thought they were due to rheumatism (he had just got over a bout of influenza). But he was suffering from an attack of thrombosis and he died suddenly at 2.15 on the following morning.

THE HIT OF THE FOLIES BERGÈRE: Rex Ramer, whose imitations of musical instruments stopped the show on the first night at the London Hippodrome. This fully-clad member of the large cast of the new *Folies Bergère* revue has a remarkable voice range which allows him to sing soprano or baritone and to give clever reproductions of a number of musical instruments.

AUTHOR AND HIS LEADING LADIES: Sheila Latimer, Roger MacDougall and Yolande Donlan: Sheila Latimer is playing in Mr. MacDougall's *Macadam and Eve*, which opened last Monday at the Aldwych Theatre; and Yolande Donlan is with Richard Attenborough in the same author's *To Dorothy, a Son* at the Savoy Theatre. Mr. MacDougall has had a rapid success, another play, *The Gentle Gunman*, being very well received when it was put on at the Arts Theatre. *Macadam and Eve* was tried out at the "Q" Theatre and has since been on a provincial tour.

GEORGE BERNARD SHAW'S "MAN AND SUPERMAN" AT THE NEW THEATRE: Kay Hammond and Allan Cuthbertson in the revival of the "advanced play" which has been produced by John Clements, who also acts the part of John Tanner. Shaw's play about how two young women got their men has received a sparkling production from John Clements. Present-day audiences are no longer shocked by their methods, but have nevertheless given the play an enthusiastic welcome, coming so shortly after its author's death. Mr. Clements plays John Tanner in a light vein, not taking himself too seriously, and thus creates a more likeable character. He had wanted to produce *Man and Superman* for many years, but Shaw would not permit it to be staged in England while Maurice Evans was doing it in New York, as he thought that he might bring that production to London. During this Festival year, three more of Shaw's plays will be produced. Sir Laurence and Lady Olivier are to do *Cæsar and Cleopatra*; the Old Vic will present *Captain Brassbound's Conversion* in April; and *Saint Joan* is to be produced at the Boltons Theatre.

OCTAVIUS ROBINSON, ANN WHITEFIELD AND JOHN TANNER: Allan Cuthbertson, Kay Hammond and John Clements play the three parts in the revival of Shaw's *Man and Superman* at the New Theatre. The car is a genuine 1905 model, built in the year that the play was first produced. It is the first time that a real car instead of a stage "prop," has been used in this famous play.

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The World of Books—By VERNON FANE

TRUMAN, WELLS AND BLATCHFORD

The First of the Season's New Biographies; and Novels Mainly with English and American Backgrounds

THERE used to be as lately as the last war a Man of the Hour who, from time to time, was presented to the public through print, through caricatures and photographs, on the screen and over the air. His prominence was rarely of his own choosing, but it could be said, month by month, that there was in fact one man in whom was concentrated a general interest or a general hope. Now, it seems to me, such intensive focussing is out of date, so that interest is diffused and there are too many men of stature in too many countries, whose actions and careers claim one's attention and one's praise or blame. A sign of the times perhaps, and not altogether a welcome one.

Nevertheless, there are still some men of whom one wants to read, either because they have a great position in the contemporary scheme of things and one would wish to know more about them, or because during our lifetimes they have in some way affected us through what they have done, said or written. For instance, there is THE MAN OF INDEPENDENCE (Gollancz. 18s.), which is a biography of President Truman and is described by its author, Mr. Jonathan Daniels, as an "Odyssey of the everyday American through our times." The story of Harry S. Truman began in a little Missouri village in 1884, when he was born to a little couple whose interests were farming, trading and Democratic politics, and where he was christened with one name and an initial which, they maintained, stood for nothing. In 1951 his story is continuing and the span of years between is shown in this book with clarity, sympathy and often with an enthusiastic appreciation.

H. G. WELLS (Longmans. 15s.) is Mr. Vincent Brome's biography of the man who, he says, had nine lives and wanted a tenth, the novelist of immense popularity, the prophet, the "explainer" and condenser of science and history, and to the world, the cheerful, friendly, eager soul typified in Low's wonderful cartoon. Mr. Brome writes of Wells for a great part of the book in relation to other people, other writers, women, friends and occasional enemies, and it is in these human exchanges that he is shown most clearly as the mercurial, brilliant, pugnacious, optimistic creature he was, one who could write of himself: "I am a journalist. I refuse to play the artist. If sometimes I am an artist it is a freak of the gods. I am a journalist all the time, and what I write *goes now*—and will presently die."

The third biography is of a man who was born a hundred years ago, one of the most popular journalists who has ever lived, and a real power in the early days of the Labour Party. ROBERT BLATCHFORD: PORTRAIT OF AN ENGLISHMAN (Gollancz. 16s.), is a book to be read thoughtfully, for, although this name may now mean little to the younger generation, it has a secure place in our political history, and the story of this man's poor beginnings, his creation of a new journalistic style, his rising influence, his world-wide acclaim, his disillusionment and, through it all, his joy in a perfect marriage, has a significance for us in England now.

Mr. F. L. Green has written a new novel, and although I cannot truthfully say that I enjoyed it, I did read it with the close attention that such a writer deserves. THE MAGICIAN (Michael Joseph. 9s. 6d.) has a curious fault. It is both heavy and unreal in the manner of a late Victorian writer's work, in spite of its flashes that I *had* expected from him, of terse action and evocative description. And, of course, there is the minor complaint of not being able to find among the small-time gangsters, the conjurers, the shop assistants and the business moguls, a single character who, even through his baseness, appeals to sympathy.

LOST CHILDREN (Heinemann. 12s. 6d.) is Miss Edith Pargeter's new novel, a study of the old order changing to give place, after some violence, to the new. Her scene is an English estate, dominated by a huge and eccentric house with all the worst horrors of Victorian Gothic displayed in its turrets and arches. It belongs to a family of old lineage, and now represented only by a fading, malicious beauty and her great-niece who eke out their income by allowing conducted tours of the house and its treasures. The girl falls in love with a soldier and this indiscretion brings the savage bitterness of her old guardian to a climax. The solution is reached—a little improbably—in scenes of death, fire and bursting bombs, but at least it is reached, and the author succeeds in tidying up every end of her carefully planned story and in presenting it as a present-day melodrama with social overtones.

SHAW'S CORNER, AYOT ST. LAWRENCE, HERTFORDSHIRE, WHICH IS TO BE OPENED TO-DAY, SATURDAY, MARCH 17: A view of George Bernard Shaw's house taken from the lawn at the back, which has now been taken over by the National Trust. After to-day's opening ceremony, the house and grounds will be open to the public as from to-morrow, Sunday.

Evelyn Jordan is a new writer who delights in the allusive word, but who yet has a gift for writing such drily humorous dialogue as it is not often one's pleasure to find. A HILL CALLED ERROR (Peter Davies. 8s. 6d.) is, I am afraid, a little bit pretentious at moments, but where it is not, it is a real delight and its story of two women friends, their husbands and their would-be lovers has a distinction of its own.

Miss Catherine Gaskin has written a novel that deserves to be widely read. Briefly, this is the tale of an American woman married during the blitzes to an R.A.F. pilot and leaving him and her baby to return to New York when she feels that their marriage is failing. After six years she returns to England with the man she wants to marry, to arrange a divorce and to see if she may take the child back with her. That, so to speak, is where we come in. ALL ELSE IS FOLLY (Collins. 9s. 6d.) consists of an account of the effect that England, her husband, her daughter and a growing loss of self-sufficiency have on her, and it is very well done indeed.

Mr. Allan Prior has a macabre theme for his novel, A FLAME IN THE AIR (Michael Joseph. 9s. 6d.), which is about the trials of writing and producing a broadcast script. The trouble, and indeed the tragedy, lie in the choice of subject, which is to be the case history of a fire, and for which the script-writer selects an actual fire in which two of his friends were concerned, and in which their child was killed. With the thin excuse that taking part in the broadcast will have a therapeutic effect on the now demoralised couple, he goes to work, and the reader is hardly surprised when his efforts end in misery. All the same, there is good writing, pace, invention, and natural dialogue, all remarkable in a first novel.

THE SWIMMING POOL (Heinemann. 10s. 6d.) has the benefit of an unusual setting and an author's authentic knowledge of that place. Mr. Alan Jenkins writes of a little club near Cairo during the last months of the war, and of the polyglot group of people who make use of its amenities to bathe, to entertain or be entertained, to flirt and, in one instance, to carry out an assassination. The story is an unusual blend of the amusing and the illuminating.

Now for three American productions, of which the first is TIGER IN THE GARDEN (Macmillan. 10s. 6d.), the first novel of twenty-year-old Mr. Speed Lamkin. I would like to point out at once that neither the author's youth nor lack of previous writing experience are evident in this astonishing book, which I recommend to you. It is set in the Deep South, but it is not a romance, and the period is not before, during, or after the Civil War. On the contrary, it is the present century, and the people concerned live, in the main, hard-working lives in a little Louisiana community.

PLACE CALLED ESTHERVILLE (Falcon Press. 8s. 6d.) is a novel by Mr. Erskine Caldwell, and it, too, is about life in a Southern town. But in this case the focus is on a young coloured brother and sister who come there to earn a living, and who both have to face prejudice, economic difficulties, even outright cruelty. They are sensible, clean-living, attractive young people and they fight their troubles with their instinctive tact and modesty, but Mr. Caldwell shows just how real those troubles are, and how almost impossible of solution.

Three of Mr. William Saroyan's plays are included in a volume entitled DON'T GO AWAY MAD (Faber. 12s. 6d.), and they are each typical of the ebullient American-Armenian writer, as are his introductions to them, which disarm as much as they amuse. As he says: "If you can abide my writing at all, you will probably not have too difficult a time with these plays, and may Heaven reward you for your patience." I can hardly add to that.

WHERE THE WHITE SAMBHUR ROAMS (Hodder and Stoughton. 10s. 6d.) comes into no exact category, except possibly that of an adventure story that would appeal to older children as well as to adults. Mr. Richard Spittel tells an exciting tale of a Dutch boy of the seventeenth century who ran away to sea, and afterwards lived a life of perilous excitement in the jungles of Ceylon.

UNSUCCESSFUL LADIES, by Jane-Eliza Hasted (Robert Hale. 15s.), is described as "An intimate Account of the Aunts (official and unofficial) of the late Queen Victoria." George III started most of it with "that absurd and tyrannical piece of legislation—The Royal Marriage Act." The effect upon his curious assortment of sons was to start a scramble for male heirs, even though the ultimate result was Victoria. "Unsuccessful Ladies" range from the sublime to the ridiculous: from the impeccable Maria Fitzherbert to the anything but impeccable Mary Anne Clarke.

THAT ZERO JOHNNY

The Gospel of Destruction According to Sergei Gennadiyevich Nechayev

Sergei Gennadiyevich Nechayev, who bestrode the Russian scene for a few brief years and who died in 1883 at the age of thirty-five after having spent eleven years in the Peter and Paul fortress, was the first man to systematise nihilism, the theory of total destruction which had its ghastly flowering in the Nazi regime in Germany. In ZERO: THE STORY OF TERRORISM (Wingate. 12s. 6d.), Robert Payne deals at some length with this "pure revolutionary of destruction," who, careless of human suffering, asked no mercy and gave none, who lived with a terrible intensity which frightened other men, and who, when he died, left behind him a technique of killing which ever since has appealed to neurotic, complex minds weighed down by the strains of modern existence. Mr. Payne directly traces the link between the monster Nechayev and Hitler, carrying the story through to a day in 1949 when, in a Paris courtroom, Otto Abetz, the former Nazi Ambassador in France, uttered sentiments which might have come direct from the Nechayev catechism: "I proposed things atrociously unrealisable," he said, "to avoid things which were atrociously realisable." Under the Nazi regime, Mr. Payne shows Keitel and Speer, the soldier and the civilian, as the technicians placed at the service of Hitlerian destruction. The German Army under Keitel invented the "traffic desert," destroying everything that lay in its path, even if need be the 36,000,000 Slavs whom Hitler wanted eliminated. By this time the valuelessness of human life had become an axiom. It was the same in the Speer fortress-building organisation, and in a hundred dread camps such as Auschwitz and Belsen, Buchenwald and Dachau, with their yawning incinerators and all the complicated, costly machinery of mass massacre. This indeed was the nadir of human degradation, and, apparently, and beyond all doubt in the mind of Mr. Payne, the villain of the piece, who had made man a zero, was Sergei Gennadiyevich Nechayev. Mr. Payne tells his story with clarity and forceful conviction, and in a final propagandist chapter on "The Task Before Us," calls upon every man and woman who reads his words to fight the corruption of nihilism before it is too late.

Of man's inhumanity to man there seems no end. Turning, not without a shudder, from Mr. Payne's story of terrorism to Sarah Gertrude Millin's THE PEOPLE OF SOUTH AFRICA (Constable. 20s.) is to move in point of distance, but not in spirit. This is a complete re-writing of an earlier work, and shows in tragic outline the clash of race in Southern Africa to-day, with native African, Indian, half-caste and white man in the throes of bitter misunderstanding which, as in the case of the Durban riots, which Miss Millin cites, flared up only a short while ago in insensate massacre of Indians by Africans in days and nights of killing in a horror that could one day engulf the whole sub-continent.

John Gawsworth, now a leading light of the Poetry Society, provides the introduction to No. 19 of the Macdonald Classics, THE POETICAL WORKS OF TENNYSON (Macdonald. 9s. 6d.), and a first-class introduction it is, deserving to be read, every line of it. Gawsworth, who has been able to range far and wide in his selections, because he has over 400 pages at his command, presents in his introduction "a new, enchanting and exciting Tennyson," not the rather stuffy character of tradition. He tells us of the zestful Tennyson who set out to aid a Spanish insurrection; who could refer to the foolish facility of Tennysonian verse; who ever and anon yearned to live under Italian skies; and who found fashionable house-parties irksome, "craving for stronger port and coarser flavours." It is with this aspect of a robust, exuberant Tennyson that we approach the poems anew, finding in them perhaps unlooked-for qualities, while remaining at the same time charmed by the beauty of language, by the urbanity of phrase.

Mr. F. R. B. Whitehouse, who owns a fine collection of old-time games and has been a lifelong collector of them, is the author of TABLE GAMES OF GEORGIAN AND VICTORIAN DAYS (Peter Garnett. 21s.), which appears in a well-printed, handsomely bound and cased edition. One of the most intriguing of these games is "Combat With a Giant," which was first published in Aldgate in 1796. It is full of excitement, and might well be revived to-day.

The New Naturalist Series has an important new addition in LIFE IN LAKES AND RIVERS (Collins. 21s.), by T. T. Macan and C. B. Worthington, both of whom have for many years been connected with the freshwater biological station of Wray Castle, at Windermere. The work is at once authoritative and readable, dealing with a subject that has been unduly neglected in natural-history publications

A new addition to the "Masters of Painting" series is Marcel Zahar's GUSTAVE COURBET (Longmans. 10s. 6d.). The illustrations are in half-tone and colour, and M. Zahar's notes are a fine introduction to the works of one of the most powerful of nineteenth-century French painters.

In a recent advertisement page in THE SPHERE reference was made to the new edition of *Aesop's Fables* published by Euphorion Books. In this reference the price was wrongly given as 12s. 6d. The correct price is 6s.

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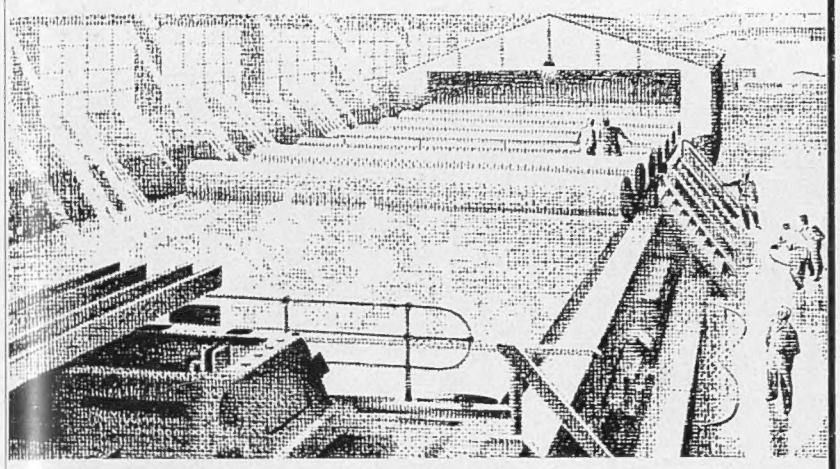

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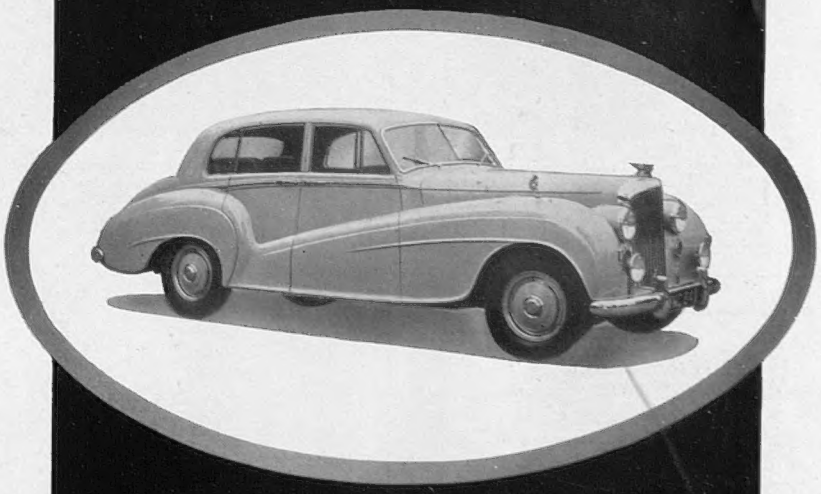

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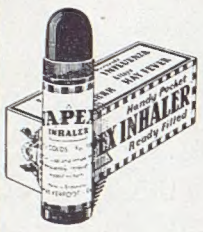

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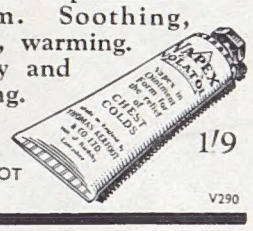

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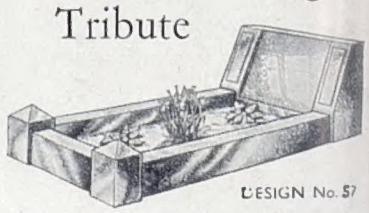

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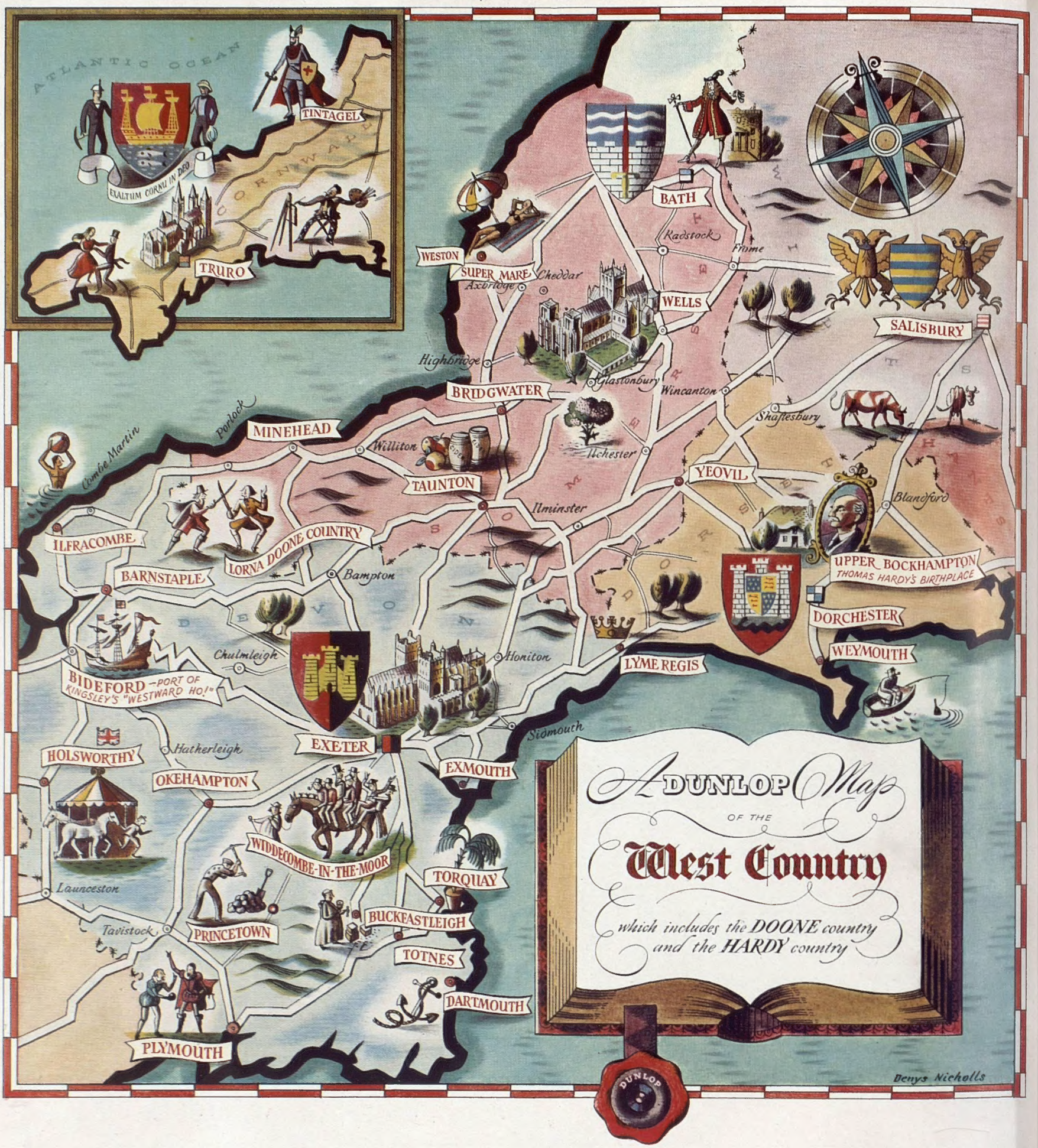

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